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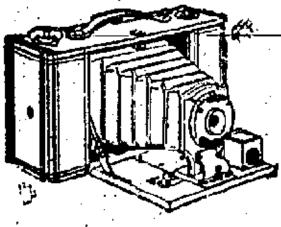
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MANAGER. Hongkong, 24th July, 1905.

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Hongkorg, 1st September, 1910.

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that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address: PRESS Vodes : A.B.C. 5th Ed. Licoer

P. O. Box., 34. Telephone No. 12. HONGKONG OFFICE: 10A, DES VŒUX ROAD C LONDON OFFICE: 131, FLEET STREET. EC

Hongrong, August 1st, 1911.

THE revised Anglo-Japanese Alliance has had rather a mixed reception in Japan. Compared with the comments of the English Press, the tone of the Japanese Press can hardly be considered favourable. and as there is considerable unanimity of opinion, the fact is significant. The criticisms naturally turn on Article IV. which deals with the arbitration question. Some difficulty appears to be experienced in explaining the reasons for the Anglo-American arbitration proposals. One paper | imprisonment and four hours' stocks. boldly declares that these proposals were forced on Great Britain by the defenceless condition of Canada and the danger of the complete stoppage of food supplies in case of war with the United States. Great Britain therefore decided to throw over Japan for the sake of an arbitration treaty with the States. From this point of view the action of the Japanese Government in consenting to a revision of the alliance which makes it inoperative is severely blamed. arbitration per se, and the attempt to discover some profound diplomatic subtlety in the arrangement with America would be amusing if it were not discouraging. In

matters which she has submitted to arbitral tribunals. The House Tax award is said to still rankle in her memory, although, of course, the justice of the decision in that case has never been officially denounced. It is impossible to believe, however, that the Japanese Government would allow one adverse decision to stand in the way of participation in an arbitration treaty, and there are not wanting Japanese statesmen who strongly advocate immediate participation in the Arbitration Treaties which the United States seems willing to conclude with all the great Powers. It is sagely pointed out that Japan could enter with good grace into such a treaty now, whereas later it would appear as if it were forced upon her. Indeed, it would not be surprising if negotiations in the matter had MERCHANTS. already been opened with America, even before the signing of the Alliance Treaty. One fact which has impressed the Japanese critics of the revised alliance unfavourably Mr. Alan F. Earle, who has been in charge of is that it comes at a time when the United States is showing herself particularly active in Manchuria. The conclusion of the Chinese currency loan, in which American financiers are participating, has been watched with a good deal of suspicion in Japan, and some amount of protest has been raised against the clause in the loan contract which provides that the financiers of the four Powers interested shall be consulted first in during his association with the Tramways, the event of China requiring any further loans. This is felt to be a step towards the Canada. establishment of a financial monopoly: which can only end in Japan being left out in the cold. There seems to be some idea that the participants in the loan have some official backing, although there is no proof of this; the fact that the financiers concerned happen to be subjects or citzens of four nationalities certainly not establishing the belief that the four Powers themselves have given any guarantees in the matter. However this may be, it is certain the Japanese feel rather sore over the matter and are N.W. inclined to imagine that the United States has some deep-laid scheme to deprive them of the paramountey in South Manchuria which they have won at the cost of so many Japanese Alliance in favour of the exclusion of the United States from its operations 1911. comes at an inopportune moment, and although the general applause with which it has been received in the West may sweeten the pill, it still remains somewhat difficult to swallow. The Japanese are sensitive race, quick to take a slight even where it is not intended, and they can hardly be blamed for regarding as a slight a seriou modification of an Alliance Treaty which they regarded as one of their highest assets The Alliance up to now has been a wholehearted one; Japan could rightly claim that in no other country had Great Britain shown such confidence or placed so much trust shadow of a country which Japan cannot help thinking has acted in a slighting manner towards her in the past, and which shows a tendency to cut the ground from under her feet in the future. The roseate light has faded and Great Britain, it claimed, is now only desirous of using Japan against her great rival, Germany, with whom Japan has now no cause to quarrel. Nevertheless, the responsible Japanese

> In the forty-eight hours ended at noon yesterday five Chinese cases of plague were reported in the Colony, bringing up the total for the

the revision. They recognise the value to

Japan of an alliance with a great Western

Power even on these conditions, and the

welcome the prolongation of the term of the

A Chinese who wrenched part of a water pipe from a wall at 47, Queen's Road West was yesterday with larcony. The offence was provedand the defendant was sentenced to three weeks'

A riesha coolie, while rushing for a fare or Praya East, knocked down a Chinese woma and caused damage to her clothing and to her person to the extent of \$5.50. The coolie was charged before Mr. Wood at the Magistracy yesterday and ordered to pay \$5 50 compensation.

The return of visitors to the City Hall Library and Museum for the week ending the 30th July, 1911, shows that of non-Chinese there were 440 to the Library and 154 to the Museum. None of the Japanese papers or Japanese and of Chinese 176 to the former and 2,370 to publicists seem to recognise the value of the latter. The Library was, therefore, used by 616 persons and the Museum by 2,524.

Mr. A. Nilsson, Swedish Consul in Hongkong, sails for Heme to-day by the Kitano-maru It was only yesterday that Mr. Nilsson received same vicinity, landed the greater part of their some quarters it is proposed that Japan by the mail the official papers connected with should herself enter into an arbitration his appointment as Swedish Consul in Hong. treaty with the States, so as to render the kong. His many friends in the Colony regret revised Alliance Treaty less one-sided. It is that considerations of health render a sea they obtained any considerable plunder on this alleged, however, that the Japanese Govern- | voyage necessary, but hope to see him back in occasion, but their assurance indicates full conment has a decided aversion to arbitration | the Colony in three months' time thoroughly fidence in the powerlessness of the Chinese due to the decisions so far rendered in trestored.

At the Magistracy yesterday Mr. Wood sentenced a Chinese who snatched a watch and TELEGRAMS. chain from a school boy in Queen's Boad Central to imprisonment for three months and four hours' in the stocks.

Twenty-one Chinese who were arrested in brothel at Shektontani were charged before Mr. Hazeland at the Magistracy yesterday, with gambling. After hearing evidence his Worship fined the two keepers of the game \$50 apiece, each of the players \$3, and confiscated \$55 which was found on the table.

There will be a riding competition at the Circus to-night, which ought to give endless amusement to all. A prize of \$50 will be given to anyone who rides round the arena three times with both hands clear of the rope and horse, and a second prize of \$10 for the next best attempt. For safety, the riding machine will be used.

Two presentations were made yesterday at the power station of the Electric Tramway to the station for the past two years and is leaving Hongkong this morning by the N.Y.K. steamer Yawata-maru for Japan, whence, after a brief holiday, he proceeds to Canada. Mr. J. Stodart | Kennedy, the Company's General Manager, on behalf of the European staff, presented to Mr. Earle a beautiful Chinese silver rose bowl. suitably inscribed, and the Chinese staff presented a silver model of a Chinese war junk on a blackwood stand, as souvenirs of agreeable relations. with their best wishes for his future success in

#### TYPHOON WARNINGS.

The telegrams quoted below were received from the Manila Observatory yesterday: -8 47 a.m.: - Cyclone or Typhoon E. of Northern Luzon more than 300 miles distant moving

N.W. or N.N.W. 10.40 a.m.: - Cyclone or Typhcon E. of nor thern Luzon more than 300 miles distant

moving N.W. 7.25 p.m.— Cyclone and typhcon E. of Northern Luzon less than 300 miles distant, moving

HONGKONG AND WHAMPOA DOCK CO., LTD.

At a meeting of directors yesterday it was lives. Thus the revision of the Anglo- decided to may an interim dividend of \$1.00 per share for the six months ending 30th June

#### REVIVAL OF THE BOATBUILDERS' STRIKE.

Since the importation of workers from Canton, it was confidently hoped that the local strike of Chinese boatbuilders would terminate But such a hope was apparently premature, and it would appear that some little trouble must be faced before the strikers will be brought to reason. In the city hunger and blacklegs have made the men-amenable, but these contrary—in fluences have not yet been felt in the outlying districts, and considerable impetus has been given to the strike by recent developments at Aberdeen. Two strangers appeared in that Now there has come between them the village on Saturday morning, and, after conferences with the men, demanded of the owners payment to the carpenters' guild thirty cents on every \$100 contract. The owners refused, and brought about apprehension speedily passe I among the twenty boatbuilding yards at Aberdeen, and not long afterwards between 300 and 400 men who are employed in these yards had gone on strike The two men who brought about this occurrence were charged before Mr. Wood at the Magpapers are not inclined to totally condemn istracy yesterday and remanded.

So far as the city is concerned the strike appears to be at an end, but the men are still out at Yaumati and Choungshawan, and the work in these quarters is being carried on by blacklegs.

#### THE JAPANESE SUGAR SCANDAL,

Our readers, says the Japan Mail, long ago dismissed from their memory the details of the great sugar scandal of 1909, which led to the punishment of several persons and to the suicide of a Director, who was too honourable a man to survive the disgrace with which he had been inadvertently connected. Yet it is only now that the last chapter of this wretched business charged before Mr. Wood at the Magistracy has been closed. Two of the defendants, Messre. Akiyama and Isomurs, managed to carry the question from court to court, so that the various processes of law occupied twenty-eight months. Judgment has now been finally pronounced by the Miyagi Court of Appeal. If has put aside all the accusations except that of bribery and has moreover reduced the sentence to two years' imprisonment, with a probationary period of five years. This means that unless the accused persons are guilty of some fresh offence, they will escape punishment altogether. Of course the two men are much elated.

> Chinese pirates seem to be making themselves very busy in the seas adjacent to Dairen. They commenced operations about a week ago by robbing two Chinese junks near Pitzwo, a name familiar to our readers as that of the place where a Japanese corps d'armée landed in the war with China and subsequently with Russia. The amount of injury done by the pirates on this occasion is not stated, but the account is more explicit with regard to the 9th instant, when four pirate-vessels arrived in the crews and assumed on shore a regular military organization. The Japanese police were soon upon the scene, but the marauders escaped into Chinese territory, whither, of course, the Japanese could not follow them. It does not appear that

CHINESE PIRATES NEAR DAIREN

["DAILY PRESS" EXCLUSIVE SERVICE.]

EMPRESS OF CHINA."

SHIP ABANDONED BY THE INSURANCE COMPANIES.

Toxyo, July 31st.

The C. P. R. Company's steamer Empress of China, wrecked at the entrance to Tokyo Bay, has been abandoned by the insurance companies concerned.

The major part of the crew have arrived in Yokohama

The position of the ship is such that there is no hope of saving her

AN UNSUCCESSRUL APPEAL.

Torko, July 31st.

The Appeal Court has confirmed the entence of five years' imprisonment passed the Lower Court on the United States binejacket, Atkins, for the murder of comrade in the U.S. Naval Hospital a Yokohama.

Though a further appeal could be made to the Court of Cassation, it has been decided not to carry the case further.

[THROUGH REUTER'S AGENCY.] SIR WILFRID LAURIER AND RECIPROCITY.

London, July 31st. The Dominion Parliament has dissolved and will reassemble on October 11th.

Sir Wilfrid Laurier in his election address is appealing on behalf of reciprocity, which, he says, will not impair British preference, but will eventually help further the friendly relations between Great Britain and the United States.

PRINCE OF WALES APPOINTED MIDSHIPMAN.

London, July 31st. The Prince of Wales has been appointed midshipman on the battleship Hindustan.

> NOTABLE\_FOOTBALL PERFORMANCE.

> > London, July 31st.

The Calcutta Bengali team Mohan Bogan, whose prospects have engrossed Bengal for weeks, have won the Football Association Shield, beating the 2nd East Yorkshires by the arrest of the strangers. News of their two goals to one. Eighty thousand Bengalis assembled at Maidan, and when the result waved them. They also cheered the losers

> The European spectators viewed the proceedings in a spirit of good humour, and the absence of any indication of racialism

> > PERSIAN OUTLAWS.

. London, July 31st.

A message from Teheran states that the Mejliss has decided to offer £16,500 sterling, the amount of the pension forfeited by the ex-Shah by his return to Persia, for his apprehension, dead or alive, and smaller sums for the arrest of his two brothers.

SHIPBUILDING RETURNS.

HIGHEST FIGURES RECORDED.

Register of Shipping" for the June quarter it appears that there were 496 vessels of 1.476.394 tons gross under construction in the United Kingdom on June 30, as compared with 394 vessels with a tonnage of 1,118,587 for the corresponding quarter of last year. This total than the previous record total, which was reached in September, 1901, while the figures for June, 1909-745,005 tons-have practically doubled in the last two years. Of the vessels under construction, 350, with a total tonnage of 1,202,378, were for this country; 28. with a total tonnage of 49,474, for the British Colonies; and three for Germany with a total tonnage of 13,065.

There are at present 64 war vessels under construction in this country, of which 11 are being built at his Majesty's dockyards, and 48 at private yards for the British Navy, while five are being constructed at private yards for foreign Governments.

There are at present 82 vessels of 255.906 onuage being built in German yards, 32 vessels of 78,325 in Dutch yards, 53 vessels of 97,803 in American yards, 29 with tonnage of 125,180 in French yards, and 26 of 35,239 tons in Japanese yards. These figures do not include war vessels. police to deal with such incidents. - Japan Mail.

LOCAL SPORT

WATER POLO SHIELD COMPETITION

One of the principal matches in the competition for the Water Polo Shield was played at the V.R.C. last evening, when the Boys Own Club met the V.R.C. The V.R.C. were the generally anticipated winners, but the first half the B.O.C. played such an excellent game that spectators fancied they witnessing another fight between the old Corinthiaus. The premier club, however, produced the stronger team, and although there was no score in the first half, the stamina of the teams showed in the second when, after constant pressure. Barros secred a goal for the home team and Pereira recorded another two. Final: V.R.C. 3; B.O.C., zil.

ORIGIN OF WATER POLO. During the summer months water pole is probably the most popular form of sport in Hongkong, and it will interest many followers issue of the Abertleen Journal:-

On the evening of 10th May, 1876, the first Glasgow, who was consulted on the subject, suggested water football, and wrote rules where-The idea was accepted, and teams of the Bon-Accord and Dee Clubs played the first of that game, which has attained such world wide popularity, and the origin of which has seemingly been lost sight of by many writers on swimming. In the t first match, the first one to play the ball was William Burnett, who passed to James Mowat, who thus scored the first goal in the first match ever played, and the Dee S.S.C. were the winners.

> OPIUM LESS DANGEROUS THAN ALCOHOL.

T. P. O'Connor, in reviewing a book of reminiscences by the Rt. Hon, Robert Farquharson, M.D., calls attention to a curious statement. Dr Farquiarson found the true remedy for this difficulty of Parliamentary life—he special ised-and the House, with all its faults, it always glad to listen to a specialist; indeed to anybody who brings to the subjects under discussion first-hand and accurate information. Trained as a man of science, he was able to speak with authority on scientific subjects, such as public health. I remember very well several speeches of his, but one in particular stands out in my memory for dealing with the fanaticism of some tectotalers and some very vebement criticism on the growth of opium in India, the Doctor brought out the interesting fact that the great and good Wilberforce - the man above all others who led to the abolition of slavery-used to take an opium pill whenever he had to make a speech in the House. I suppose that Wilberforce had seen his great friend, William Pitt, so often the worse for liquor, that he thought any form of stimulant less dangerous than alcohol.

"TEMPORARY DEATH" PISTOL

INVENTION FOR DISABLING ARMED CRIMINALS.

In consequence of the alarming increase of the use of firearms by criminals in their attempts to escape from the police, the Berlin authorities have issued new instructions to constables concerning the use of revolvers in self-defence. Hitherto, policemen were ordered to avoid using their revolvers when it appeared probable that they could disarm, without mortally wounding, a violent criminal by a stroke with the sword with which they are all provided, but was announced tore off their shirts and in future they have instructions to shoot down without hesitation anyone who threatens their personal safety.

> In connection with these new instructions to the police, a Frankfort manufacturer has written to the papers calling attention to a weapon which he has invented and patented under the German Act. He calls it the "temporary death" pistol, and states that he has constructed a charge for it consisting of a mixture of chemicals which, when emitted from the barrel, produce the total disablement of the adversary for a period of ten or fifteen minutes. The chemicals, he says, impair the power of sight and render breathing difficult. but at the same time there is no danger whatever of any permanent injury being inflicted.

The inventor adds that numerous tests have been carried out, all of which substantiated the statements which he now published, with the suggestion that his patent pistol should be supplied to the police as the most effective conceivable weapon for their purposes.

BRAVE INDIAN PRINCE

SUPERB HORSEMANSHIP SAVES A SERIOUS ACCIDENT.

A wonderful display of horsemanship by one From the returns compiled by "Lloyd's of the Indian Princes was the means of preventing a serious accident at Hurlingham recently, when a gymkhana was held in honour of the Maharaja Scindia of Gwalior and the

Maharaja of Bikanir. The Maharaja Scindia was taking part in Russia. Vladimir had a son Motiselaus, whose a tent-pegging contest, and had apparently aughter married Canut Grand Duke o does not include warships. The figures are been troubled by his turban slipping for Sleswiz, whose son again became King Waldethe highest reported in the Society's ward. As a result his Highness, instead of mar I. of Denmark, from whom are descended quarterly returns, being 62,000 tons more taking the peg, left his lance sticking in it, both Queen Alexandra and King George, the and almost immediately afterwards lost control former through the various Boyal Houses of of his horse, a spirited grey, which bolted with him at a terrific speed. The animal made straight for a hurdle fence about 40 yards known as Anne of Denmark

distant, behind which a number of society people

including many ladies, were sitting eight deep. For a moment it appeared that a terrible Gytha being the great-grandmother of accident, was about to occur, for had the Waldemar in preference to some other wife horse leaped the fence it would have crashed of Vladimir, but Saxo Grammaticus is into the spectators. Just as the horse very clear on the point, and calls attention exreached the fence, however, the Maharaja pressly to the fact of the Danish Sovereign. dismounted, regardless of the fact that the beast (Waldemar) possessing both English and Ruswas at full gallop, and, throwing his full weight sinu blood in his veins. on to the bridle, brought the animal up on its It is not improbable that the necessity of a haunches within a yard and a half of the danger. | convert to the Greek Church being rehaptised Great cheering followed on this remarkable led to confusion, for just as Princess Dagma of

and plucky achievement, and subsequently Lord | Denmark has been converted into the Empress Haddington, in presenting to his Highness a Marie of Russia, so the Lady Gythe would have gold cup, as captain of the Indian team, com- been changed into Grand Princess Euphemia or plimented the Maharaja on his superb horse. some other name familiar to Eastern Christ-

THE LATE MR. G. W. NOEL, OF SHANGHAI.

The N. C. Daily News of July 24th says :-We record with deep regret the death of Mr. G. W. Noel, of the well-known firm of Noel, Murray & Co., which occurred at his residence. 12, Love Lane, on Saturday.

Mr. George Washington Neel was the third

son of the late David Cole Noel, M. D., L. B. C.P., and was born on April 30, 1856, at Upper Tcoting, London, S. W. He was thus in his 56th year when he passed away quietly at midnight on Saturday. He was educated at the Wesleyan Collegiate Institution, Taunton, which college was chosen for him, and all his brothers, perhaps because the late Rev. Moulton, of Leys School, Cambridge, was formerly a Master at Taunton and was related to Dr. Noel. In 1873 Mr. G. W. Noel joined Messrs, Thorne & Lea, of Mark Lane, London, the well-known tea merchants, and in 1875, at the early age of 19, he was cent out by them to Shanghai to join the Yuen Fong Hong, where for a time he was book-keeper, and later became manager of the firm. In 1887 he reof the game to learn something of its origin. signed his position and joined the late Mr. The following account is taken from an old Lewis Moore in his business, but did not long remain with this firm. He decided to start business on his own account, and it was about this time he became associated with the late aquatic football, or water-pole, match was Mr. W. C. Murray, the result being the buildplayed in the Public Baths, Crooked Lane, ling up of the firm of Noel, Murray & Co., Aberdeen. This was at a gala held on which was afterwards converted into a limited behalf of the funds for the sufferers in the Torry liability company. In 1904 Mr. Noel made a ferry-boat accident, by which upwards of thirty people lost their lives on the Spring Holiday. the wedding of Mr. Duncan Glass that he met Wednesday, 5th April of that year. To serve his wife, Miss Nora Simpson, daughter of Mr. as an extra attraction at a gala a novelty was James Simpson, formerly proprietor of the wished for, acting on the popularity of the Old Dock. Early in 1905 Mr. Simpson visited well-known field game. Mr. William Wilson, Shanghai, accompanied by his two daughters. and it was then Mr. Neel became engaged and married, Miss Nora Simpson, by the land game might be adapted to water. the wedding taking place at the Cathedral on April 27, 1905. There is one little daughter, now five years old. Last year Mr. Noel became very ill, and travelled home at the end of June. returning in October much improved in health. At the beginning of this year an old heart trouble again made itself unpleasantly apparent, and close upon this came the death of his partner. On being joined by his brother, it was arranged Mr. Noel should visit Canada, in the hope that the beautiful air of Lagan would restore his health, and he was to have begun the voyage to-morrow. On Saturday evening he enjoyed dinner, was apparently in good spirits, and acquiesced in all the arrangements that had been made for his journey. On retiring, he at once complained of pain in the heart region. Dr. Ziervogel, his physician. was called, and rendered every possible but his patient fell into uncon-

sciousness and so passed quietly away. By the death of Mr. Noel, Shanghai loses a highly respected resident and a thoroughly efficient husiness man. Any movement or proposal likely to prove of service to the Settlement claimed his active interest, and his assistance was always appreciated. He served on the Land Commission, and was associated with numerous local institutions, including the Shanghai Dramatic Club, of which he was at one time Chairman, He was a prominent member of the Stock Exchange, and his death will be sincerely

CORONATION DAY AT SEA.

CELEBRATION ON JAPANESE LINER

The Japanese mail steamer Yawata Maru, which arrived at Hongkong yesterday had a large number of passengers on board on her last trip to Australia, and Coronation Day was celebrated at sea. The liner was approaching Townsville, Queensland, and at 11 o'clock in the morning of the 22nd June the passengers, at the invitation of Captain Sokine, attended in the saloon, where to their surprise they found the apartment decorated in a most lavish fashion. The commander then proposed the health of King George and Queen Mary. In the course of a speech he traced the rise of the British Empire, and-concluded with a reference to the England-Japan alliance. Captain Sekine's historical sketch was greeted with cheers, which where repeated at his call in honour of the King and Queen. The whole day was spent in festivities. A programme of sports was held in the afternoon, and in the evening a banquet, followed by a dance, was given. The teast list was as follows:-" The Emperer of Japan," "The King," "The Queen," "The Captain, Officers, and Crew of the Yawata Maru." Speeches were made by Messrs. Dodds. and T. Young, Captain Sadler, Captain Sekine, and Miss Poolman. Altogether the celebrations were a success and appreciated to the full by the Britishers on board. The ship was decorated from end to end. Captain Sekine was assistby the officers in carrying out the programme

KING GEORGE'S SAXON DESCENT.

While various learned correspondents are discoursing in the Spectator on the Irish as well as the Welsh descent of the King, it may be worth while to draw attention to his descent on both his parents' side from King Harold, who fell at Hastings. To Englishmen, at any rate, this fact should be of interest. It seems that after the battle of Hastings

Harold's children were taken by their Danish grandmother to her own country, where they were kindly treated by and taken under the protection of their kinsman, King Sweyn of Denmark. One of these children, the Ludy Gytha. married to Viadimir Monomach. Grand Prince of Kieff, by tradition said to have been the first Tear of Denmark, the latter through Queen Anne, wife of King James I. of Great Britain, commonly

Some doubt has been expressed by Professor Freeman and others as to the Lady

ianity.-Pall Mall Gazette.

#### DECLARATION OF LONDON.

SPEECH BY MR. GERSHOM STEWART, M.P.

Mr. Gershom Stewart, M.P., participated in the debate on the Declaration of London in the mean? House of Commons on July 3rd.

Mr. GEBSHOM STEW BT said :- I intervene in this debate as one who was resident in tha part of the world where the episodes actually took place which called this Declaration into being. I feel sure I express the opinion of every Englishman east of Suez when I say they will hear with astonishment and profound disappointment that our Government are prepared to sirn a Declaration placing the sinking of neutral British ships at the discretion of any foreign commander. What we have looked up on in the past as regrettable incidents, we must now, I suppose, have to accept as the ordinary member who has just sat down seemed to mo to share with us certain doubt about the real virtue of this Declaration, because even he seemed to think that conditions were required and that we ought to have certain alterations made in it before ratification.

But Article 65 in the Declaration says that the whole or nothing must be accepted; you cannot make certain emendations. It is because I wish to see certain emendations made that I support the motion for delay. The hon, member represented us that some members on this side of the House say that we have got advantages from this Declaration, while some say we have Does not that show that we are approach ing the matter in a non-party spirit? listened to the speech of the Foreign Secretary with very great interest, and he said that this a non-party spirit. I wish that the Government would back him up in that position. One short week ago, in a moment of universal rejoicing, we forgot all party differences; now, when we are considering a matter of common danger to the whole community we should do the same thing, because assuredly, if and when this Declaration becomes operative, the whole of this country, Radical or Tory, will have to sink or swim tegether.

The Foreign Secretary said that the crux of the whole contention was the question of our food supply in time of war. He proceeded to give us very cold comfort on that point by saying that the Declaration did little to help us in time of trouble. He then proceeded to censure the justice to be obtained in foreign law courts. and it rather seemed to me that if you get little justice in individual cases, when we are desling with them in large numbers you cannot hope for very much from the International Court Reference was made to the action of Russia in the late war in a manner which seemed to imply that we did something that we should not have done in accepting what they did. But Russia at the end of the war sank our ships to cover their own discomfiture and to try to embroil us. They were so annoyed with the help that we had given the Japanese that the few commanders left acted almost as distracted people. Fortunately this country was not drawn into that contention, and the then Government was supported in the course which it took by hon.

gentlemen opposite. The Foreign Scoretary said that he could not speculate on what the United States would do. and immediately proceeded to do so. It seemed to me that he proved that the whole success of this Declaration depends on our being good friends with the United States. We all earnestly hope that that may be, but for the United States to act as convoy to their fcod ships under Articles 61 and 62, is such an active participation in hostilities as to be almost equal to an alliance. It has been said by the hon, member for Kingston (Mr. Cave), with whom I agree entirely, that we do not gain as neutrals. far as I can read this thing. I think we are hit both ways, especially when we are belligerents, because as belligerents we risk our own ships, and we consent to the sinking of our friends' ships when they come to help us. I think we should only look at this Declaration from the point of view of belligerents. Our interests as neutrals and our profits as neutrals are the interests and profits of the few. When a man's ship is sunk it is a question more for the underwriters than for the shipowners. Whereas our interests as belligerents are the food and ability of resistance of the many. This amendment is reasonable; I cannot understand the objection of the Government to accepting it, unless they are determined, from the party point of view, to save the face of the-Foreign Office and Admiralty for having concluded a bad largain. The prevailing feeling throughout the whole of the country is that in some way or other we are getting the worst of the bargain, and nothing which I have heard in this debate has removed that impression from Power sinks a ship wrongfully and refuses to Catastrophe has befallen this part of the country

my mind. One has been struck with the minatory tone of those who are upholding this Declaration. I have not really heard one single man who reemed to be content and happy that are going to sign it. They approach from the point of view that we have not conceded anything very much, they admit there are they think it a good thing to have a definite written agreement in regard to points of maritime war. We are all agreed on that, provided it does not cost too much. That is a philosophic must remember we are dealing with a question in which philosophy will be no help at all, when small Republic of South America, this Declaration comes into active operation. losf is better than no bread. It may be, if the bread is good; but we think that this bread is sour, because it is saturated so much with the spirit of concession. What we wish, in asking the Government to withhold ratification immediately from this Declaration, is that in future not suppose that in history there have been sllowed to take it. All that we ask for by th two years so full of incident in political life in this country. We have had the Budget, we have had two elections, we have had the Ismented death of the late King, we have had the Coronation of our King.

It is the common experience of political thinkers that the British public like to take one thing at a time, and it is only at this individual moment that this question is seriously engaging the attention of this country, and I maintain most cornectly that we have no right to sign a document upon which that most vital point, the promisonous arming of merchantmen, and the possible revival of privateering in its most vicious form, are left an open issue. regards that point, I object to the Declaraquestion should be cleared up before we tie We were stopped at a certain point by a Japanourselves up with an ambiguous scheme of this ese destroyer. Twenty-four hours before we mature. The First Lord in reply to a question

did it. What does the right hou, gentleman troyer picked us up, the destroyer could not put mean? If we say nothing now, and leave our position in doubt, we certainly cannot treat those men as pirates and hang them. You have been justified in putting three or four hunwould be violating public opinion in this dred people who were on board into the boats at the light and airy manner in which the but you must not forget this, that prize money, hon, member for Hexham spoke about the although it does not prevent the transfer of also any other hon, member in this House who course of things in time of war. The hon has never read the book, to make a very careful raise the level of foreign countries upon the nothing more than an armed merchantman. She was of much the same class as the ships wo had affoat in 1885 in China, when the Russian started by trying to make wer more humane, overestimate the damage which could be done by half a dozen Alabumas let loose on our trade routes, and interfering with our food supply. which is so vital to the position of this country. We would have dismay, consternation, and panic following each other with horrible rapidity. Clause 47 in this agreement, gives, as the hon. As sure as we do so, we shall have to follow the member for Kingston pointed out, the right of Esan, and break the yoke from off search and of removal from on board our ships. our necks. I do protest against the country It is a right which the United States and Great Britain have most jealously resisted. It was our exercise of that right against American ships which brought about the war of 1812, and it was our resentment at the arrest of question was one which should be approached in Messes. Mason & Sliddell from the Trent which so nearly brought about war between United States and ourselves in the sixties. it had been in operation forty years ago. Under this particular clause, if Captain Semmes himself might, have been taken off a British ship after the sinking of the Alabama, and would probably have been hanged, because the United States, or the Northern States, were very much inconsed against him. As it was, in those more humano days Captain Semmes lived to an old age, and we had to pay £3,000,000 for having a left-handed connection with an irregular war vessel. We used to proudly say that the British Flag was a refuge for the brave and the unfortunate. It is so no longer. This Declaration tears a very great piece from our flag, when we have to hand men over to foreign Powers. Then there is the question of blockade. It is said-that this is one of the things from which we get some advantage. My own idea of the value of the blockade is that it is becoming gradually and beautifully less, and that with submarines, aeroplanes, and mines we cannot risk valuable ships on a coast for blockade purposes. We consent to the sowing of narrow waters like the Thames and the Channel with mines, and we give up our right to close the North Sea between Shetland and Norway.

We get some legal statement as to what is contraband and what is not, but we get no statement as to who settles the word "conditional" upon which the whole value of the statement depends.

Imagine some naval lieutenant, on a wet blowy night, wishing to damage his enemy. Would he be stopped by paper safeguards? Most assuredly he would not, and he would not be worth his salt if he were. Then we hear a great story about the Imperial Conference having passed some sort of favourable resolution in regard to this Declaration. Australia,

understand, did not assent. the risk of starvation. They will not have to occupants astride the roofs. will fear to coerce her, and if it be a weak and the great famine of last year. small Power they will be too spathetic to take

the trouble. It is interesting to note in regard to International Law how sailors look at it. In it 1885, after a violent breach of International Law when the Russian Admiral's ship the Vladimir Monomak trained her gans upon our ship the points in it they do not like, but on the whole Agamemnon which followed her into Yokohama Bay, it looked as if there was to be a battle on the spot. The Russian Admiral was communicated with, and the circumstances pointed out to him, and he re; lied "I believe in Interframe of mind in which to approach it. But we national Law when there is a Power on the st of to enforce it." Under this Declaration a any other small State would have the It is given to us on the principle that half a right to sink our ships, and if you take them to court they may claim they are bankrupt Where will the compensation come from then Whereas if they have a wholesome dread that we would actively resent their action they would hesitate before sinking ourships at all. Article 65 says that we have to take the whole dose or

this half loaf may not be saturated with the none at all, and we have to take this foreign tears of a people grieving at leisure for having | medicine for twelve years. Sound finance does legislated in haste. We are told that it has not ask for long credit, and neither should been two years before the public. I admit it. diplomacy if proposals are sound. We do not But what sort of a period of two years? I do like the look of the medicine and we are not amendment is that we should be allowed to submit it to microscopic examination by our own experts before taking it. Article 67 requires ratification as soon as possible, so that there Parliament Bill and Insurance Bill and the no hurry. We, whose interests are overpowering, may be excused if we ask that the matter should be conducted with a little more deliberation. The report of M. Renault is going to be included in the agreement, and I suggest that

in regard to Article 69 an amendment should be accepted limiting the period to six years. I would like to put a definite case before the right hon. gentleman (Mr. Burns) who is representing every department of the Government at the present moment, and no one is more capable of representing British interests than he. I want to rut a concrete case before tion, not only for what is in it, but also I the House of which I had experience. In 1905 object very much for what is not in it. This I happened to go to Japan on a French steamer,

of the noble Lord the member for Portsmouth | had dropped a very great deal of supplies out of (Lord Charles Beresford) gave a very cryptic the ship for the Russians, amongst them 28,000 sort of a surance that if our ships are burned cases of braudy. What I ask is this: Supposby cruiters or merchantmen not properly equip. ing by accident, bad -weather, or some other ped, as we maintain, under regular authority as reason we had not been able to touch the last war vessels, it would be worse for the men who port, and had the cargo on board when the descountry, and the civilized world would be and sinking the vessel. I think under against us if we proceeded to do such a thing as this Declaration that is what would happen. that. And if we did it, we would engender into It might be rather interesting, if that hostilities a bitter feeling which would be most is the case, to be given some idea by deplorable. It is an idle threat for the First the Admiralty of what rations they would con-Lord. He knows it. and we know it. sider to be necessary for people so treated. But I should like to be quite clear as Then there is the question about prize money, to what position we are going to take up before and hon, members opposite have spoken very we sign a scheme of this sort. I was astonished seriously against it. I to some extent agree, damage which our ships might suffer property, does very much to prevent its wanton from these armed merchantmen in time destruction, so that there is something to be said for it. It appears to me that the Government entered into these negotiations hoping to study of Captain Semmes' book, "My Cruises question of maritime war to our level. They in the Alabama and Sumter." The Alabama was failed to do so, and I very much question their wisdom in descending to the lower level from which other people approach this matter. You scare was on. It is absolutely impossible to and you end by signing an agreement which has the effect, I think, of making it more barbarous than it is already. You have not gained except in some slight degree on the material side, and you have lost very much on the moral side. You are asking us to do like Esau, and sell our birthright for a mess of legal pottage. committing itself for twelve years to inglorious agreement of this sort, which, instead of being a safeguard, is so ambiguous as to be a danger. If it will not stand closer examinationwe are better without it. The result of the discussion, whatever the division may be tonight, has at any rate this most valuable effect: that it has focussed public attention on the dangerous position of our food supply, and it has given an effectual answer to what I must term, with all respect, the most imprudent, and

the most speculative party in the whole country -that is, the Little Navy party. Agreat deal has been made of the Liverpool steamship owners accepting this. Their acceptance is most guarded, and I have in my pocket letters from the Liverpool Shipowners' Association and letters from the British Mercantile Marine Officers' Association strongly protesting against this agreement. I represent a large maritime constituency, and as one who believes that the maintenance of our naval rights is as the breath of life to this country, I most earnestly ask the Government to favourably consider this most reasonable amendment.—(Cheers).

#### THE FLOODS IN THE YANGTZE VALLEY.

Briefly summarized, a leading article in the Hankow Daily News of July 22 says that i is within the recollection of few commercial residents that the river has been higher over the Band than now, and fears are entertained that a few more inches will make their daily round one by water instead of by road. Most of the drains in the Concessions have overflowed, and the only hope of keeping down disease is in the liberal use of disinfectants, which are wisely and lavishly being used. It is certain that the floods throughout Central China this year be responsible for indescribable suffering, probably such as this district has not had to face for many years. Arrivals from Ichang report that for scores of miles the country is inundated to such a degree as to give the whole area the appearance of Lordship will take it that it is outside the and the one large inland sea. In west Hunan things original contract? apparently have not been so bad for years, and thousands do not approve of what their representative did. upon thousands of acres of nominally rice-At any rate too much ought not to be made of bearing fields are under water and the crops their guarded acceptance. A great many of washed out. The city of Changteh was flooded the proposals put forward by our Government out last year worse than it had been in the recol- this because I did not make it. did not receive very favourable acceptance. One lection of the oldest resident; this year it is incan understand that, with a natural feeling of finitely worse. But for the energetic action of the good fellowship and a desire not to hurt our local officials there, the whole city would probably Government's feelings, this question received have been washed away and the place strewn judgment at once. less consideration than it should have had on with thousands of corpses. Many other cities its merits, and immediately after this Declara- are as badly off. It is believed that the Tungtion was proposed, Canada, through her Prime ting lake has overflowed its normal basin and Minister, expressed the earnest wish that if extended for many miles to the north-west. Great Britain was engaged in any war that The force of the water has broken down every Colony should be allowed to contract out. Im- barrier, sweeping all mercilessly before it, in portant as it is for these Overs as Dominions, some cases washing out whole villages in the it is not of the same vital interest to them as it course of a few hours; and houses have been is to us. Their people will not have to run seen drifting bodily down with the stream, the

pay the indemnity if we are unsuccessful. As | To take the steamer from Shanghai o Hanto the International Court, I have read about kow is to witness the whole time most heartthat in the Declaration, but I do not read breaking scenes of utter destitution among a anything about International Police to carry people who have been reduced to a condition where out and enforce the court's decision. Do they are dying by thousands of simple star-cation. all the Powers agree to coerce a delinquent? Practically the whole of the Yangtze Valley is Who enforces the decision of the Court if some under water, and most of the crops are gone. pay damages? If it be a strong Power they when the people had hopes of recovering from

TERRIBLE SCENES. Those arriving in Changhai from up-river during the last day or two bring terrible reports regarding the flooded state of the Yangize. - As frequently happens at this season of the year the water having overflowed the banks, only tops of houses are to be seen, and the dead bodies of human beings and animals are met with all along the river. While passing Fitzroy a few days ago those on board one of the Hankow traders witnessed an interesting if painful scene. Fitzroy is some thirty miles from Anking, and here, when the affair occurred. the water had just risen higher than the artificial walls which have been erected to supplement the banks, and had rushed down on the houses. In a moment there was the utmost confusion, and the last thing seen from the steamer as it passed on was a complete family swarming upon the roof of one of the dwellings, there to escape from the flood. Not only were men and women among those who sought refuge from the waters by scrambled up as best they might in the hope of being rescued before the waters, which were still rising, covered them. Along the route taken refuge on the house-tops, having been surprised by the rapid onrush of the water, and who were evidently waiting in the hope that help might reach them from the shore. Judged by the number of dead floating on the surface of the river the death rate must have been enormous. With the arrival of other boats further particulars may be expected.

#### THE STRAITS MILITARY CONTRIBUTION:

A statement laid before the Legislative Council at Singapore last week of the actual sevenue of the Colony for 1910, on which the 20 per cent. defence contribution is payable. shows that the amount assessable is \$7,773,889.91. of which 20 per cent, is \$1,554,777.93. The rum paid in respect of 1910 was \$1,303.541, so that the War Office is underpaid \$251,236 98.

SUPREME COURT.

Mondar, July 31st.

IN APPELLATE JURISDICTION.

[BEFORE THE FULL COURT.] THE GREEN PEA ACTION.

The Chief Justice (Sir Francis Piggott) and the Puisne Judge (Mr. H. H. J. Gompertz) sat to hear further argument in the appeal from the judgment of Mr. Justice Hazeland in th action in which W. G. Humphreys & Co. were plaintiffs and P. Soffletti & Co. defendants.

The Court wished to hear further argument as to the proper construction of the letters of the 12th July, more especially as to the weight to be attached to the use of the words "from Messrs. Burlion" in the one and "through Messrs, Burlion" in the other. With regard to the final paragraph of Messrs. Humphreys' letters the Judges desired further argument as to whether, supposing Mesers. Soffletti contracted merely as agents, the effect of the paragraph not being dissented from by Messrs. Soffetti, was not to make Messrs. Soffielti as agents guarantee the performance of the contract by their prin-

The Chief Justice said the Court was unfortunately divided in opinion on one point One of them was of opinion that on the construction of the letters Sofficiti contracted as principal. The other Judgo was of opinion that they did not. The other point on which they had some doubt was whether the final paragraph did not throw some light on the terms of the

Mr. Pollock dealing with the paragraph referred to quoted the words "you now propose to deliver same through Burlion," and said that one of their Lordships thought that meant "you

The Chief Justice—Yes.

Mr. Pollock-It means you as agents. It would be an unnatural construction to say that in the first paragraph it means you as agent and in the second paragraph it means you as

The Chief Justice-That is not the point The point is whether you as agent did not guarantee your principal.

Mr. Pollcck dealt with the letters in order to show that Humphreys in London required Burlion as principals to furnish a sample so that they could ascertain if the peas were of the quality desired. It was obvious from the correspondence that the ground on which the contract went off was that Hamphroys in London took up a rigid position and stated that the pens must be new crop or the order must be cancelled. I acting as Messrs. Humphreys' agents. There Mr. Potter said the view the Chief Justice took was that there were two contracts, one

the other a suggested contract with Soffietti. The Chief Justice-The only possible way in which I can see that Soffietti would be liable would be on the guarantee outside the contract. Mr. Potter-That is the difficulty. Your

The Chief Justice-I have considered all

on that point of the guarantee I must give agent-otherwise we should get to this; one

occasion Soffietii's possible liability even though he intended to contract as agent—so that he were an agent.

guarantee if at all. personal liability. Counsel then proceeded to lagent. The emphasis in many cases, of which

Mr. Pollock replied, stating that the offective I to the complete ignoring of the end. But it has cause of the cancellation was that Humpbreys | not been allowed to remain in so crude a statein London said the peas must be new crop or | ment, and an exception has been grafted on to

The Puisne Judge, in delivering judgment, said that this was an appeal from a decision of the Acting Puisne Judge, who held the defendants liable as principals for the breach of a contract of sale. The contract was contained in two letters dated 12th July, 1910. The appellant's case without incurring any personal liability under the contract. There are, of course, well known rules for the construction of contracts in writing. Where, however, the defendant alleged that he contracted as an agent for a principal, agent then he is an agent and not a principal; and without incurring personal liability, other [ if he has signed as agent, then the intention is special rules must be superadded to the general ones. He called them special rules because Smith's Mercantile Law, and I must say it their subject matter being agency contracts, appeals to me. The learned Puisne Judge has they had become stereotyped through a long been so carefully through the cases that I need chain of decisions, until it was no longer pos- not do more that refer to the fact that sible to interpret a contract to which they in some of them the intention of signing climbing to the roof as a temporary place of appled without their aid. He would take the as agent has been inferred. I am content, safety, but even the household cut and dog most important: the rule, namely, that if you however, to rest the case on these decisions; sign a contract in your own name, without for my own part I think that the letter qualification you are, prima fac e, personally of Massrs. Soffletti is clear that they were rigorously against the defendant at peas from Burlion of Brussels, but some periods than at others. He passed is to my mind absolutely clear that when to another point which had given him Messrs. Humphreys reply that Messrs. Sofficiti some little difficulty. By the terms of Bre going to supply the peas through the the contract, payment was to be made in Brussels firn they treated them as agents. It entitled to do, for the purpose of explaining the little word that no notice should be taken of it. nothing before them as to the mercantile usage this is the interpretation put upon this contract in such cases, but, on the whole, and in the by the London house of Humphreys. Some absence of any information as to the practice, emphasis was laid on the fact that the principal

he saw no reason why Soffieldi should not have agreed that payment should be made direct to the sluppers, concluding his own arrangements with them as to his remuneration, whether it be called commission, discount, or any other similar term. On the principles they were bound to apply, he thought that the contract definitely fixed the appellants with liability. Learned Counsel had referred to the subsequent correspondence between Brussels and London, and suggested, on the authority of Malcolm v. Hoyle, 63 L. J. Q. B., that they could use that correspondence to enable them to construe the contract But in his opinion the contract spoke for itself and they were not entitled to do what he wished. They might probably refer to that correspondence, as was done in the case on which he relied, not to help them to construct he contract, but to see whether subsequently to the contract a new relation had been formed between the respondents and the Brussels suppliers, constituting a new contract between them. In that case, if the respondents had paid the Brussels firm for the goods, they might, on the authority of Malcolm v. Hoyle, be entitled to sue Burlion and Schrauwen for any deficiency in the quality. But however that might be matters never got so far as that: and they could at any rate see nothing in the Lordon-Brussels correspondence disentitling Messrs. Humphreys to sue Messrs. Soffietti. There was no evidence that Humphreys, London, had seen the actual contract, and they were writing as merchants and not as lawyers. They had to make payments against documents in London, and it was their business to see that the goods shipped were the goods their Hongkong house had ordered. It seemed to him that that disposed of the point before them, and that it was unnecessary to go further, or to deal with another special rule, that, namely, said to be applicable to the case of a foreign principal. He regretted that in this matter he had been compelled to differ from the judgment of the learned Chief

The Chief Justice-This case raises an ex-

ceedingly important question of construction of

commercial correspondence, and I am sorry that

on the meaning which ought to be given to the

main point to which the correspondence is

directed I differ from the learned Phiane Judge and the learned Judge who tried the case in Summary Jurisdiction. . . It seems to me that on the plain reading of the two letters that Messrs. Soffietti were not principals at ali, but were contracting on behalf of a disclosed principal Meisrs. Burlion of Brussels. Indeed, were it not for the words "sale to you" in Messys, Soffetti's letter I should have thought on the letters by themselves that Messrs. Soffietti were are certain principles of law governing contracts entered into-by correspondence made by Mesers. Humphreys with Burlion, and I by an agent. The first is said to be an absolute one that unless an agent signs as agent he is liable as a principal. This seems to me a most unsatisfactory way of stating the law. Persons who enter into a contract in writing are presumed to mean with they say, and each party is entitled to accept and rely on what the other party has written. Then comes a simple rule of evidence: you cannot vary a written contract by parol evidence whether of intention or any-Mr. Potter-You could not have considered thing else, and therefore a person who has sign- PRINCES PLATE, ed in his own name cannot prove for the purpose The Chief Justice-Unless you can help me of getting out of liability that he was in fact an party swearing that he intended to contract Mr. Potter-We did not consider on the last | with the other as principal, the other that the parties would never be ad idem. Now The Chief Justice-He is only liable on the this rule has, unfortunately, as it seems to me, degenerated into the formal principle Mr. Potter-It means he is undertaking a | that the contract must be specifically signed as show that Burlion refused to be bound by the | Paice v. Osborne is most worthy of note, is conditions entered into between the parties in on the circumstance of the signature "A. B. agent for X. Y." This is glorifying the means it that if in the contract itself there is a clear isdication that the party was acting as agenthen the fact that the signature is not specified "as agent" is immaterial. Here again the has no application to this case, for the question formality is made the cardinal rule, and the is whether the agent is liable; and although in expressed intention the exception: and as the one case it is said that the fact of the principal case seems to show the exception is rigorously | being a foreign merchant is one of the elements was that they contracted as agents only, and construed. Surely the clear law derived entitled to considerable weight in determining from common fundamental principles should | this question, I adhere to the further statebe stated just the other way; if a ment in Smith's Mercantile Law, that it is only contract on its proper interpretation one of the facts entitled to no more and no less shows that one of the parties contracted as clearly manifested. This is the law as stated in at various places were to be seen those who had linble. This special rule had been applied more acting as agents: they say they are selling the London, and, looking further, as they were was argued that the word "through" was such a contract, they found that payment was All I can say is that neither a man who conto be made to the Brussels suppliers, who in tracts as principal nor the other party to the their turn were to ship direct to the respond- contract treating him as a principal could use ents in Hongkong. Did this show that Hum- the word "through." It means the goods are to phreys intended to pass by Soffietti altogether be supplied through the principal and not and contract direct with Brussels? They had by the agent. I have no doubt whatever that

#### INTIMATIONS

# RINGWORM WITH

Almost Impossible to Describe State Head Was In. Raw from Using Unsuitable Cintments. Thought Hair Would Never Grow Again.

Used Cuticura Remedies. Hair Now Thick and Full of New Growth.

"I feel it my duty to let you know that Cuticura Song, Cuticura Cintment and Cuticura Resolvent completely cured my little girl of ringworm. Her head had been troubled with this terrible discase for over twelve months, during which time I tried many remedles without results. In fact some were so powerful that they even burned her head and made it worse. I also consulted a skin hospital. It is almost im-

scribe the state her head was in. one place as large as a four-shilling piece without hair and it remained like that for year. I quite thought her hair would never grow again. Having heard a great deal about Cuticum, Olutment, I got a the of it and also a tablet of Cuticum Soup. After using the two for a week I saw an improvement, so I also bought a bottle of Cuticum. Resolvent. After using the three for about three months her scalp was completely cured. I had had to cut her half in great patches. before I used the Cutleura Remedles, but after a short treatment with them, the hair began to grow, now it is thick and full of new growth. I only wish I had tried them at first, as they would have saved the child a lot of suffering, for her head was raw through using unsultable contments." (Signed) Mrs. T. Ward, 157, Markby Rd., Wisson Green, Dissipation of the child a lot of suffering the child a lot of suffering the child. Birmingham, England, May 21, 1010. Depote: London, 27, Charterhouse Sq.: Calcutta B. K. Paul; So. Africa, Lennon, Ltd., Cape Town, eto; U. S. A., Potter Drug & Chem. Corp., Bolo Propa., Boston. Post-free, Cutleura Book on the hest elee and treatment of skin and scalp.

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and WALLETS,

RAZORS.

here was a fereign principal, and it was suggested that there was some rule which always made the agent of a foreign principal liable. It consideration than the others. If the proposition is true that the question whether a party entered into the contract as principal or agent is one of intention, then the fact of the principal being a foreign merchant has obviously nothing to do with the case, for the question presupposes a disclosed principal, and if the intention of both parties is ascertained the other party to the contract has accepted the foreign merchant as a principal In conclusion, his Lordship referred to the questions which had been discussed that day. He did not think that the guarantee could cover non delivery, and when the quality was ignored by Messrs. Humphreys in London then he did not think the responsibility fell upon the guarantor. Therefore he thought the appeal must be allowed.

Mr. Pollock-With costs, of course? The Chief Justice-Yes.

THE POSITION OF SILVER,

From Messrs. Mocatta and Goldsmid's :oircular :--

Some nervousness is manifested in Bombay owing to a temporary cessation of the rains up country, and this has caused some bear selling in the bazaars, but China has been inclined to buy at the lower rates, and the weather reports are not yet causing any real uneasiness. Provided the monsoon resumes its natural course before long, this temporary cessation would not impair the prospects of a good season, as the latterrains are much more important than the earlier

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ONUMENTS, FIGURES, HEAD-STONES and CROSSES in Stock at-BROWN, JONES & Co., 41, Morrison Hill Road. Hongkong, 1st June, 1911. [776

#### INTIMATIONS

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NOTICE TO SHAREHOLDERS.

THE NINETIETH ORDINARY HALF-YEARLY MEETING of SHARE-HOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 8th August, at 12 o'clock NOON. for the purpose of receiving a Report of Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 25th July to 8th August, both days inclusive.

By Order of the Board of Directors, W. E. CLARKE, Hongkong, 11th July, 1911.

HONGKONG AND BOUTH CHINA STEAM FISHERIES CO., LTD.

NTOTICE IS HEREBY GIVEN that the ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Offices of the General Managers on WEDNES. DAY, the 9th day of August, 1911, at 12 o'clock Noon, for the purpose of considering the Report and Accounts to 30th June, 1911, and to transact any business that may be transacted at an

Ordinary General Meeting. NOTICE IS GIVEN that the TRANSFER BOOKS of the Company will be CLOSED from 1st to 9th August, 1911, both days inclusive. BRADLEY & Co.,

General Managers. Hongkong, 29th July, 1911.

HONGKONG HOTEL COMPANY, LTD. NOTICE.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the Company's Hotel, on SATURDAY, the 12th August, 1911, at 12.30 P.M., for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1911, with the Report of the Directors, and to

discuss any matter that may be competently brought before the Meeting. The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 12th August, 1911, both days inclusive. By Order of the Board.

C. MOONEY, Secretary. Hongkong, 31st July, 1911.

#### NOTICES OF FIRMS

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WE HAVE This Day been appointed SUFFOLK EQUITABLE INSURANCE SOCIETY, LTD., and are prepared to ACCEPT FIRE RISKS at Current Rates. OLOF WIJK & Co. CHINA AGENCIES AKTIEBOLAG.

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ROM This Date, and during the Absence of Mr. G. W. C. PEMBERTON from the Colony, MR. H. F. HICKMAN has been appointed ACTING SECRETARY to the Company. By Order of the Board of Directors,

H. A. SIEBS. Chairman. Hongkong, 24th July, 1911.

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### WANTED.

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T. F. HOUGH, Clerk of the Course. Hongkong, 29th July, 1911.

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Hongkong, 13th March, 1911.

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MANILA: Messes. Macondray & Co. SINGAPORE: Messrs, Borneo Co., Ltd. For Particulars, apply to Y. SHIBUYA,

Manager. No. 2, Pedder Street, Hongkong. Hongkong, 12th May, 1911. [636

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### NOTICES TO CONSIGNEES

FROM EUROPE.

THE H.A.L. Steamship

"AMBRIA," Captain Feldtmann, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their wiels in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given To-DAY. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining

undelivered after the 1st Aug. will be subject to rent. All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 31st inst., at 9.30 A.M. No Fire Insurance will be effected by as in

any case whatever. This Steamer brings on Cargo: Ex s.s. "Faro" from Setubal. Lx 8.8. "Preussen" from Havre. Ex s.s. "Paul" from Stettin. Ex s.s. "Suzanno et Marie " from Bordeaux. HAMBURG-AMERIKA LINIE, Hongkong Office.

NORDDEUTSCHER LLOYD, BREMEN: IMPERIAL GERMAN MAIL LINE.

Hongkong, 26th July, 1911.

NOTICE TO CONSIGNEES. TIHE Steamship

"KLEIST." having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be

obtained. No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 2nd Aug. will be subject

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd Aug., at 9.30 A.M. All Claims must reach us before the 6th Aug., or they will not be recognized.

Bills of Lading will be countersigned by the Undersigned. This Steamer brings Cargo: Ex s.s. "Orseolo" from Venice. Transhipped at Port Said. NORDDEUTSCHER LLOYD,

MELCHERS & Co.

General Agents.

No Fire Insurance will be effected.

Hongkong, 26th July, 1911. NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SOCOTRA." FROM ANTWERP, LONDON. MALTA, PORT SAID, SUEZ AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours. Goods not cleared by the 3rd Aug., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard and Douglas, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ton days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods

Superintendent. Hongkong, 27th July, 1911. NORDDEUTSCHER LLOYD, BREMEN.

E. A. HEWETT,

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

have left the Godowns.

THE Steamship

"PRINZ WALDEMAR," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

undelivered after the 4th Aug. will be subject All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 4th Aug., at 930 A.M. All Claims must reach us before the 8th Aug., or they will not be recognized.

No Claims will be admitted after the Goods

have left the Godowns, and all goods remaining

Bills of Lading will be countersigned by the Undersigned. NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

No Fire Insurance will be effected.

Hongkong, 28th July, 1911. FOR EUROPE AND AMERICA. India, Australia, &c.,

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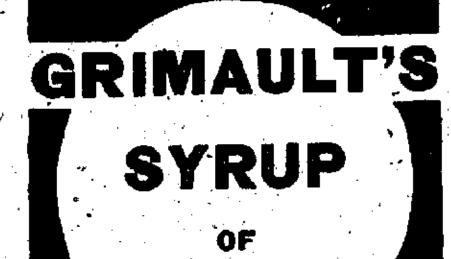
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CHILDREN

FAR CATHAY

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THE YOLUME which consists of 1/6 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A.

Flowery Land," etc.).

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BEN TILLETT AND CHINESE.

Mr. Ben Tillett, general secretary of Dock, Wharf, Riverside, and General Workers' Union, issued a manifesto last month, in which

"The dock and ship workers have, in their own interests, taken a stand against the Shipping Federation and the Free Labourers' Association, an adjunct of the shipowners' combine. The Shipping Federation are now shipping Chinese coolies in greater numbers into British ships than a Tory Government shipped into Africa. Those coolies are being shipped with the connivance of the Liberal Government. The irony of the case is that the Liberals were returned to power to prevent Chinese coolies ousting British white labour. The most important members of the Government are shipowners, and the head of the Shipping Federation is an officer under

as the Shipping Federation work through their were arrived at. Government agents, so that neither seamen nor dockers can expect protection from the Board of Trade, so the leading financiers of the Liberals apparently demand their price in claiming the co-operation of a Government department in their effort to crush British labour. The proof is in the fact that there are at present 40,000 Asiatics in the British Mercantile Marine; these, added to the aliens, make it difficult for the Britisher to be a seaman. Not only this, but white labour, even white as shipments are confined to steamers belonging States of America, small farms are gradually foreigners, are being ousted to make room for to the Conference, a shipper receives a rebate of being absorbed by bigger ones and the developthe Chinese coolies.

follow the docks for employment—an already months a further 5 per cent. on the amount of civilization and of industrial development will overcrowded occupation. The shipowners, aided freight contributed by him during the inevitably lead to a decline of the farming by the dock companies, whenever they have been first six months of the year, together villages in this country. Moreover the local able to establish free-labour agencies, have with 5 per cent. on the freight con- expenditure, which stood at 90 or so million reduced the wages of the workers by as much tributed during the second six months, yen two decades ago, had now risen to 250 as 50 per cent, and have increased the work This means that 5 per cent of a half year's million yen, which means so much increase in almost in proportion, besides which the shorten- freight is always in the hands of the Conference the burden-of local taxation. Direct taxes have ing of the garge, and the under-manning of the and that if the shipper cannot afford to lose also witnessed a considerable increase and the work, has increased in every federation and free- his money he must continue to ship by Confer- rise in the price of commodities is a sort of inlabour area accidents by more than 50 per cent. ence steamers and pay Conference rates. The Board of Trade and the Home Office deli-

the supply of Chinese coolies. for British citizenship and living rights, for British ships to be manned by our own countrymen, and to be worked by British labour. pearl and flour). Evidently the Government is on the side of the We ask the British public to support our efforts in demanding docent conditions for those who toil and moil as transport workers."

MODERN MEN OF THE STONE AGE.

The following interesting letter appears in a recent issue of The Times : -

DISCOVERIES IN NEW GUINEA-

Sir,-In my Times Weekly Edition of March 10, I notice an article under the above heading. May I be permitted to point out that at the present time in Northern Australia, from the Queensland borders, through the N. Territory, into Western Australia, not only is there one, but many "a community of primitive people wearing no clothes, unable to count be youd three, and to-day making and using the implements and weapons of the Stone Age" What is more, I happen to be one of the fortunate European witnesses of the manufacture of such articles, experiences which I have published and described with many dozen illustrations in my 'North Queensland Ethnography." Bulletin No. 7, printed by authority, Brisbane, 1904 Not only do the Australian blacks above referred to use stone "celts," but also stone "serspers, knives, "saws," "hand-picks," gonges, pounders hammers, and grinding-stones. Shell and teeth are similarly utilized for "scrapers" and drills while bone is chiefly employed for awls and stilettos. My collections illustrative of all these articles, both finished and in process of manufacture, are to be seen in the Australian

I was much struck with the statement of your Correspondent that, "In some instances they were only too ready to give up their stone axes when we gave them an iron are which we sometimes did in exchange for For, strange as it may appear, an iron are is the price paid at the present time (certainly up to 1906) for the canoes brought over in barter from British New Guines, via the Torres Strait Islands, into Cape York Peninsula.

Museum, Sydney.

From a comparison with what Mr. Goodfellow tells us of the people met with in the unknown interior of Datch New Guines, and what we know of the North Australian aborigines, the latter are undoubtedly the more primitive, in that they are nomadic and ignorant of any native fermented drink. They are certainly on a level with regard to the treatment of their women and in their eating humen fiesh: this, however, can hardly be regarded as true cannibalism. In that all the cases that met with in North Queesland were due rather to sentiment and affection, nor, indeed, did l come across a single instance where the individual-man, woman, or child-was pur-

posely killed to be eaten.

The article also says, "They seemed to be extremely stupid people. We used to strike matches in front of them and do other things which we thought might interest them, but away." With all due deference and respect. I untutored Australian black, until I learned, savage man to express carprise or curiosity by outward physical signs: Furthermore, alremind Mr. Goodfellow of the circumstances under which I ceased to perform this matchstriking trick. Having struck match after match before a crowd of natives who showed not the slightest signs of surprise, notwithstanding that a lucifer-box was an absolute novelty to them. I asked the interpreter to discover what these primitive children of nature thought of the performance. He informed me

WALTER E. POTH, Commissioner, Pomercon District.

it away!'" I am, Sir,

British Guiana. Pomeroom River, April 5.

THE STRAITS SHIPPING CON FERENCE.

What transpired at the Colonial Office discussion of the Shipping Conference by Sir John Anderson and the representatives of the Shipping Conference, on May 25 last, is set forth in a paper laid on the table of the Legislative Council at Singapore last week. We reproduce the document in its entirety:-

Present:-Sir John Anderson. Mr. F. Ritchie (P. and O. S. N. Co.), and Mr R. D. Holt, M.P. (Messrs. Alfred Co.), Mr. A. McGregor (Glen Line), on behalf of the Homeward Conference.

Mr. J. H. Warrack (Messrs. John Warrack & Co.), Mr. T. Royden (Messrs, T. B. Royden & Co.), on behalf of the New York Conference. Mr. G. Dodwell and Mr. J. Mortleman, representing the Secretaries to the Conferences. Mr. J. Hobinson, Colonial Office.

Mr. Holt said that he understood the meeting to be private and confidential; and that neither "The Board of Trade have no power to move, side would be committed unless an agreement local improvement. Agricultural profits show

> state the reasons for which the Government of farming villages all over the world. Impelled the Straits Settlements had passed the Freight by the necessity of protecting the peaand Steamship Ordinance, 1910. They were: 5 per cent. on all cargo shipped from the Straits | cereals, etc. The resulties general enhancement for division amongst themselves.

as compared with the areas, with organised work. Sir John Anderson proposed as conditions mode of life consequent on the spread of educaers, protecting their lives and wage interests. of a settlement that the so-called "secret rebate" tion tend to increase the expense of living should be abolished, and that the present control among the peasants. Inasmuch as their producberately evade the Aliens Act in the interest of of the Conference over rates should be partly tive power does not show a corresponding their supporters, and allow the Chinese to take abolished by the establishment of a list of articles increase, labour and social problems will ineviup habitation and agencies in this country for which should be excluded from the operation of ably present themselves for solution in future. the rebate syst m. The list which he put While the material presperity of Western conn-The sailors and the dockers are standing up forward comprised :- Copra; coconut oil and tries is to be envied, its attendant evils are cakes; gambier; pepper (black and white); pine- undesirable. It is all important to adopt a

Chinese coolies as against their own country- made clear that while Sir John Anderson con- can ill afford to let their children receive a the existing agreement with the merchants at home and thus ensuring the universalization expires, it being understood that the Confer- of the national education. - Japan Mail. ences should have the right to compensate the merchants for the abrogation of the agreement, say, by the payment of a lump sum.

As to the question of a list of articles to be exempted from the rebate system, the Conference representatives put forward an alternative proposal, viz.: that at fixed periods, known beferehand, shippers should receive in full the rebates due on the freight shipped up to the end of the period, and should then be free either to remain in the Conference system or to leave it. The Conference representatives suggested that the period should be once in three years, while Sir John Anderson urged that it should

due on all cargo shipped up to December 31, in which convict labour is utilised. To-day accounting allows, and that thereafter, com- scribing and deploring the wretched fate of the mencing from January 1, 1912, triennial periods convicts working in the Rasdolny district, westshould be established at the end of each of ward of the station of Malotch. They are under which the rebates-due-on-cargo-shipped up to the control of the former administration of the who would then be free to leave or remain in ledge of the local conditions, whose only aim the Conference system. It was explained that seems to be to continue the most rigorous form present "overlapping" system would continue, them with senseless cruelty towards but that at the end all rebates due would be the convicts, who are beaten

the merchants expire on October 31, but as it his revolver point-blank at a man who answered would be more convenient that both Conferences | him importinently, killing him on the spot. The should commence the new arrangements at the convicts are forced to work, however ill they same time Sir John Anderson agrees that the may be. Many of them are suffering from dates above mentioned should apply to the New | source in its worst form, and the prison doctor York Conference.

In return, Sir John Anderson agreed that the Straits Settlements Freight and Steamship | The food given to the convicts is indescribably Ordinance should be repealed.

BATTLESHIP DESIGN

"DREADROUGHT DOOMED."

The utmost caution should be observed, writes the Naval Correspondent of the Daily Telegraph, towards the stories which are now in circulation regarding the Admiralty's intentions as to battleship design. The authorities are credited with the project of building ships of 18,000 tons, with six 15in, guns, besides ant torpedo armament, which shall travel at thirty. five to thirty-six knots, and be provided with adequate armour protection. It is also reported that such a vessel would be exceedingly cheap in contrast with the ships now being built.

Only very slight consideration is necessary to tempered, and quite willing to work. they would not look; they turned their heads | show that this story rests on no solid foundation. Such a ship would be of about the same als. would suggest that the root is on the other foot. | placement as the original Dreadnought, which From my own experience of upwards of ten for a speed of 21.88 knots on trial required years' intimacy with the North Queensland | 27,500 indicated horse-power. The battleshipsavage, I learnt to have a very high opinion of cruiser I ion, for 28 knots, is credited with his intelligence. The savage only appears 70,000 indicated horse-power; so it may be stupid because the cursory traveller does not imagined what energy would have to be deveunderstand him. I also have been guilty of loped to drive a ship of 18,000 tons at thirty-five striking matches to excite the curiosity of the or thirty-six knots, what an amount of space would be occupied by toilers, stokeholds, and what I now know, that it is not natural for lengines, and what the cost would be, since the magninery alone for the Lion will considerably exceed half a million sterling. The mechanical though it is a story against myself, I might equipment of a thirty-five or thirty-six knot battleship-if such a vessel were possible- On the Day Preceding the Departure of the would probably involve an outlay of about threequarters of a million sterling, apart from the

cost of armament, armour, hull, and fittings. It may also be added that it was only com- Silver paratively recently that the Admiralty produced and tested, with satisfactory results, the 13.5in. weapon which will be carried by six of the twenty Dresdroughts we shall possess next truly and tersely :- "He say what for no gib spring. The design of a naval gun of high (give) it he (him)? He say you d- fool throw | power, is the work of many months, and then follow elaborate trials, which frequently lead to modifications of design. The new American naval weapon, for instance, had been under consideration and trial for about four years, and the Germans have devoted nearly as long to the 14in.gun which they are about to manufacture.

COUNT OKUMA ON SOCIAL EVILS IN JAPAN.

Count Okuma has been lecturing on the subject of local improvement and education. During the past forty years, since feudalism was overthrown in 1871, the community has undera wonderful transformation. metamorphosis has been worked so rapidly that the people have scarcely had time to stop and study the advantages and drawbacks of the old customs. The result is that both good and evil customs are eliminated without distinction. For instance, the abolition of Buddhist temples was at one time so vehemently advocated that not only the temple grounds were confiscated but many Shinto shrines were destroyed. The devastation of the precincts of the Buddhist temples and Shinto shrines left causes of trouble which continue to the present day. As these temples and shrines are closely associated with the development of the localities in which they are located their conservation has an important bear ing on the national character. Local improvements are of a twofold character. One is to accelerate the improvement of the present conditions, while the other is to conserve what is good and desirable among the old customs. Due consideration must be paid to these two phases of a tendency towards gradual decrease which his Sir John Anderson agreed, and proceeded to brought about a decline of the number of

sants, Germany has in recent years im-(1) The system by which a special rebate of posed heavy protective duties on imported Settlements is paid to a limited number of firms in the price of all articles, which makes the life of the peasants harder than ever, and thus the (2) The system under which the ordinary end the customs tariff had in view has been rebate is paid to shippers; which is, that so long | defented. In such a new country as the United 5 per cent. upon such freight as he contributes ment of farming villages is at a standstill. "English sailors and firemen are forced to during the first half-year; and at the end of 12. The progress of the material side of modern direct tax on the people. Improvements in the apples; sago (flour and pearl); tapioca (flake, social policy which will nip these evils in the bud. A few comments are necessary on the After some discussion, during which it was education of youths. The majority of people sidered it essential that the shippers now college education. The youths have therefore enjoying the "secret" rebate should not have to stop their school life after they emerge from their agents' commission increased so as to the elementary schools. This state of things is compensate for the less of the rebate, he had no very unsatisfactory from the point of view of desire to interfere with bona fide commissions the national education. Count Okuma proposto agents, the representatives of the Conferences | ed to fill this gap by publishing a magazine conagreed that the "secret" rebate should be taining treatises on popular science with a view abolished at the end of the present-year when to bringing it within the easy reach of students

CONVICT LABOUR IN SIBERIA.

SUPERVISING OFFICIALS' BRUTALITY.

M. Gutchkoff, the former President of the Duma, accompanied by a special correspondent of the Novoe Vremya, has been visiting Asiatio Russia, and in particular has investigated the conditions governing the employment of convicts in the construction of the Amur Railway. The correspondent of the Novoe Vremya has from time to time telegraphed to his Some discussion took place on this point, and in general bas given a very favourable

newspaper the result of the inquiries but finally it was agreed that rebates account of the efficient and humane manner. 1911, should be paid then, or as soon after as the however, he sends a message from China dethe end of the period should be paid to shippers, | Orel central prison, officials without any knowduring the first two years of each period the of prison treatment. The correspondent charges

flogged without any ralid cause. On one occa-The New York Conference's agreements with sion the superintendent Leonovitch fired with threatens the sourcy patients with cellular confinement if they ask to be relieved from work. bad, the meat rotten, and the cereals musty. The cells, where several prisoners were confined after being cruelly besten, could, says M. Guchkoff, only be called stinking nests of vermin. A party of sick convicts on the Chasovinsky section were eight days without any warm food, the official in charge leaving them to their fate, and not giving the escort any money for the purchase of provisions. One doctor reported having found a convict literally dying of hunger and exhaustion.

The correspondent adds that the regime practised recalls Dostoleffsky's "House of Death." and has led to many attempts at escape. Only last month 22 men made off in a body, and during the last mix months out of a total of 2,000 130 sought flight. Testimony is producedeven from the military guards-that the great majority of the convicts are obedient, good-

M. Guchkoff has telegraphed a long report on the above-mentioned abuses to the Minister

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGRONG

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WERNER			\$ 395	• • •	\$ 575
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SCHIEDMAYER.			<b>\$ 35</b> 0		\$ 600

### ROBINSONS.

As a precaution against the constant risk of infection, remember that washing with

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is one of the many casual every day injunctions wherein larks much unnoticed wisdom. The man who looks alive is always and everywhere successful. In business it is the "live" man who gets to the top: in society it is the active, gracious, agreeable person who is most run siter: in the domestic circle it is the cheerful member who most completely wins and holds our affection. Theresore look slive? If you are suffering from anything which robe you of your healthy steriness attend to the trouble at once and don't rest until a cure is cifected, liyou suspect that dyspepsie or any disordered state of the stomach, liver, or bowels, is sapping your vitality, it is certain that without dolay, you should

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Sold everywhere in boxes, price 92d. (36 pills). I/12 (56 pills) and 2/9 (168 pills). 

VESSELS EXPECTED.

THE AMERICAN MAIL. The P. M. S.S. Co. str. Korea is due to Mr J. Anderson arrive at Hongkong to-day between 6 and 8 a.m. | Mrs E. M. A. Apcar The T.K.K. str. Nippon Maru, sailed from Mrs G. Bingham San Francisco on the 12th ult., and is due to Mr N. F. Blanch arrive at Hongkong on about the 8th inst. The P. M. S.S. Co str. China sailed from Mr D.E. Clark San Francisco on the 26th ultimo, en route to Mr G. S. Colman Hongkong, via Honolulu, Yokohama, Kobe, Mr N K. Davidson

Hongkong on the 22nd inst. THE AUSTRALIAN MAIL. The I.G.M. str. Coblens left Sydney on the Mr E. A. Elliott 29th ultimo, at 11 am., and may be expected here on or about the 20th inst.

THE CANADIAN MAIL. The C.P.R. Co.'s str. Empress of China left Vancouver, B.C., for Ho glong (via usual ports Mr & Mrs W. of call) on the 14th ultimo p.m.

THE ENGLISH MAIL. The P. & O. S. N. Co.'s str. Devanha left Mr Denman Fuller Singapore for this port on the 29th ultimo, at Mr & Mrs Joseph Gou 10.30 a.m., with the outward English Mails, Capt. T. P. Hall and is due here to-morrow at about 2 p.m.

THE INDIAN MAIL The Indo China str. Fooksang left Calcutta for the Straits and Hongkong on the 20th ult., Capt. & Mrs Hill and is due here about the 5th inst. MEBCHAFT STEAMERS.

The T.K.K. str. Kino Maru arrived at Yokohama on the 13th ultimo from South America, Miss E. Irnes and is due to arrive at Hongkong to-day. The N.Y.K. str. Tango Maru European Line) left Singapore for this port on the 27th

ult., and is expected here to-morrow. The N.Y.K. str. Kumano Maru (Australian Mr J. H. Benson Line) left Kobe for this port via Nagasaki on Mr W. Blue the 27th ult., and is expected here to-morrow. Mr A. B. Crew The "Ben" Line str. Bendoran from Autwerp, Middlesbro' and London, left Singapore Mr. & Mrs Donnelly on the 27th ultime for this port. The Olof Wilk & Co. str. Yeddo left Port

Said on the 29th ultime, and is expected here on or about the 4th inst. The str. Ischia left Singapore for this port Mr H. Henke on the 28th ult.. and may be expected here Mr C. C Benson on or about the 4th instant. The N.Y.K. str. Aug Maru (American Line) Mr. B. James

left Kobe for this port via Moji and Shanghai Mr Kelly on the 28th ult., and is expected here on the 6th inst. The str. Glenturret passed the Snez Canal on Comdr. F. Acton. R.N. the 4th alt., and is due here on the 7th inst.

for this port via Japan and Shanghai on the Mr. E. Arndt 8th ult., and is due here on or about the 10th Mrs Aucott The Barber Line str. Salsuma left New York | Mr. F. Bevington on the 10th June for Hongkong and Far Dr. & Mrs B.W. Brown

The Mogul Line str. Braemar left United | Mr.&Mrs.D E Donnelly Kingdom on the 30th June for Hongkong via Mr & Mrs Ewing

The T.K.K. str. Buyo Maru sailed from Val- Mr. & Mrs. C.E. Harvey paraiso for Hongkong on the 10th ult., and is Dr. Hob on due to arrive at Hongkong on about the 29th

ON SALE.

LIONGKONG HANSARD REPORTS of the MEFTINGS LEGISLATIVE COUNCIL Possion 1910.

> REVISED BY THE MEMBERS. DAILY PRESS OFFICE.

Hongkong, 21st February, 1911.

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#### SHANGHAI SHARE QUOTATIONS.

ON 21ST JULY, 1911.

[J. P. Bissr	r & Co.'s	Lier.]
COMPANT.	PAID UP	QUOTATION
Ranks.— Hongkong & S'hai	\$125	\$925, buyers
National of China	. R1874	\$B0, sales
Russo-Chinese	} T125	} Tls. 95‡
Union Society C't in	\$100 £5	\$520, buyers
North-China	1 1	T <sup>1</sup> s. 1674, buyer: \$205, buyers
Canton	\$50	\$1774, buyers
Hongkong Fire China Fire Shipping:—	\$50 \$20	\$325, buyers \$1184, buyers
Indo - China { pref.	25	Tls. 45, buyors
Shell Trans. { ord & Trading { pref	12 a21	24.9.0 £11.00
S'hai Tug & j pref	750	Tls. 20, sellers
Lighter \ ord	15	Tla. 471, seller
Taku Tug & Lighter Kochien Transport- ation & Tow-Boat	<b>-</b>   .	Tis. 30, sales
Docks & Wharves :-		
Shai Dock & Eng H. & W. Dock	1 .	Tls. 50, sales Tls. 54, buyers
8. & H'kew Wharf	-	Tis. 841, buyers
H. K'loon W. & G	\$5O	\$48, buyers
Yang teze	T100	Tls, 139
Sugar Companies:—   China Reflaing   Mining:—	\$100	\$81, buyers
Raub Australian Chinese Eng. & Min		\$2, sellers Tls. 137, buyers
Lands:—' S'hal Investment	Тъо	Tle. 91
II'kong Investment	\$100	194, buyers
Humphreys' Estate Weiheiwei		\$6.15, buyers Tis. 8
China	T60	Tls.50
Anglo-French Plantations:—	T100	Tls. 92
Alma Estates, Ld		Tls. 8, sales
Ayer Tawah Rubber Pation Co., Ld		Tls. 5
Chompedak		7 ls. 12, buyers
Dominion Rubbers. K. JavaP'ation, Ld.	•	Tls, 25, buyers. Tls, 5, sellers
Kalumpong Rubber	Too	Tls. 112
Sonawang R'bor	. T100	Tis. 26, sales
Shanghai - Sumatra Tobacco	T20	Tls. 90
T. R. & T. Estate Co. Cottons, etc:—		Tis. 131, sellers
. Ewo	. T50	Tls. 772, buyer:
Internationals Lagu Kung Mow	. T75 T100	Tis. 46
Soy Chees	T500	Tla. 22
H.C.S.W.D.Co.,Ld.	\$10	Tls, 9
Shanghai Cotton Eastern Fibre		Tls. 51, buyers Tls. 10
Industrial:—	4	l Lieu IV
A. Butlor ement, Tile Works	T50	Tls. 23, buyers
Anglo-Ger. Browery	\$100	\$721, anles
China Flour Mill China Im. & Ex	•	T'ls. 17,
Lumber	. Tico,	
China Printing Co Green Is, Coment		Tls, 50
Maatschappij, &c.		\$3.15, sales
in Langkat Major Brothers	G8.100	Tls. 94, sales Tls. 30, sellers
Scharff's Oil & Bond Mills, Ld.	•	
Shanghai Electric d		Tls. 40, sellers
Bhanghai Electric	В	\$21, sellers
Construction Shanghai Gas	`ı	Tls. 504, sa. & b Tls. 107, sales
Shanghai Ice	T25	Tls. 12
S'hai Pulp & Paper S'hai Waterworks		Tls. 22, sellers Tls. 375, buvers

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EMPIRE "MONROE DOCTRINE!

THE DECLARATION OF LONDON

BY IMPERIALIST IN THE "LONDON MORNING POST."]

The Declaration of London will probably not prove to be of the directly calamitous nature that is to day freely predicted. When the great war comes there will be very little heed paid to this or any other Declaration. No parchment bonds will hold our enemies from making the most effective attack upon us, and Great Britain, her back to the wall, facing the prospect of utter SIEMSSEN & Co., destruction, will fight as best she can. The reckoning afterwards will not matter. To the conquering Power victory will give a full indemnity for every act of war. To the conquered Power nothing will very much matter. It will be only adding a few more debts to hopeless bankruptcy.

It is rather in the spirit which it shows, the spirit of surrender and souttle, which make the Radical eagerness for this Declaration so depressing. The Radicals think that they have discovered anew an old way of keeping the peace, that of making concessions, of taking a mild and unobtrusive attitude, of buying off hostility. As every schoolboy knows, the Romans tried that method with the Gauls in the early days of their Empire. It did not prove successful. The peace bought with Roman gold lasted until the Gauls wanted more; and then another war called for another sacrifice, until the Romans, taught their lesson, offered steel in place of gold. At a later period of decadence the policy of concession was revived, and the Empire did not long survive. It is not necessary to pile up instances. Almost every nation's history can provide at least one warning that there is no safe policy for greatness other than a proud and armed resoluteness, though small peoples may often remain unharmed in an attitude of inoffensive obscurity. The British Empire is too great: it stretches over too much of the earth to hope for safety through unobtrusiveness. It was fashioned in pride of race. It can only survive in pride of race.

#### THE NAVY AND THE EMPIRE.

Especially in regard to sea power must the British people dare to be great. The Navy is the creation of the impulse of Empire. If the people of this country had been insular in ambition as well as in position the Navy would never have been. It required for its creation the Hebraic sentiment of elect nationality which has always influenced the British mind, and which was specially dominant during the Elizabethan epoch. The pride which began by claiming absolute dominion over the "Narrow Seas" washing British shores, and, that much won, extended its claim to overlordship of all the oceans, was the foundation alike of the British Navy and the British Empire, which are inseparably linked. The spirit of the Lord Charles Howard of the Sixteenth Century, who, when escorting the young Queen of Spain down the Channel, forced the Spanish ships " to stoop their gallants and to vail their bonnets for the Queen of England," was the spirit in which the Empire was made and in which it must be maintained. But with this reservation: that the Empire needs no more, wants no more, conquests; aspires now only to a penceful and safe development.

The Declaration of London cuts clean across the old traditional naval spirit of the British people. In effect it admits partners into the control of the sea and denies the supremacy which we have claimed since Tudor days. It will do more to encourage naval rivalry than did that unfortunate recent offer of a Radical Government to moderate shipbuilding programmes, which was taken to mean that we were beaton in the race for sea supremacy and wished to come to terms. For centuries we have claimed a special position at sea. To-day it is not necessary, would not be wise, to revive all the proud intolerance of the ancient claim. would, in my opinion, be wise to modify it with a definite declaration of peaceful intent, surrounded with as solomn pledges and guarantees as the wit of man can devise. But it is not wise to admit, as we practically do in the Declaration of London, that on sea we are merely one among

#### A MONROE DOCTRINE.

An Empire "Monroe Doctrine" rather than this Declaration of London is what the international position of to-day calls for. Following the example of the great American Republic, we might declare our resolution to keep inviolable the present territory of the Empire, and to maintain against all comers the supremacy of the sea, which is really an internal road of our Empire, but also to keep the peace steadily so long as no aggression is attempted either against our territories or the connecting path to and from those territories. Such a declaration would "clear the air." The Monroe Doctrine of the United States was condemned as a piece of insolence at first; but it has, on the whole, been an instrument of peace. It has made it difficult for any other Power to blunder into trouble with the American Republic, and most of the wars of the world arise in the beginning from blunders and not from a definite hostile purpose. The time for the statement of an "Imperial Dectrine on our part seems to have come. That statement must declare a British resolution to maintain sea supremacy, or it will be tantamount to an abandonment of the Imperial ambition. Yet the Declaration of London is to all utents and purposes an abandonment of the claim to a special position at sea.

The amiable motives of our Radical administrators in fathering this Declaration of London may be fully acknowledged. A desire for peace is admirable. But it is not the way to peace, SIONARY SUCCESS IN CHINA 0.25 | Every argument, from history, from logic, goes to prove that. Nor is it even a way IN CHINA ... ... ... 0.25 to make war more merciful. Again history may be appealed to. In Europe before the Napoleonic era the horrors of war had been greatly mitigated by the various restrictions which had grown up. could be waged without very serious discomfort to an invaded country, apart from the actual Argus, river gunboat, 180 tons, 6 guns, 570 h.p., 7.50 losses in the field. Napoleon came with hi ideas of "effective warfare" and his plan of making a war pay for itself, and the whole elaborate edifice of war law crumbled away. Those armies which played the game according 1874 to 1909 ... ... 2.00 to the old rules found their chances hopeless in the field. After the Napoleonic wars there was an attempt again to make war more merciful. But a rebarbarisation came with the Prussian invasion of France. In the next great war, [which will be more momentous probably than any that has yet been waged in the days of modern civilsation, no Declaration of London nor any other document will preventa nation taking full advantage of its strength. What benefits humanitarians may hope for from this Declaration will therefore not be reaped. The sole practical effect of Mr. Asquith's urgent "whipping" of his party, and of Mr. Lloyd George's careful canvassing of the Imperial Conference on behalf of the new Treaty, will be that a significant abandonment POWER OF ATTORNEY FORM ... 0.25 has been made of the old British claim to be sole Mistress of the Seas.

### INTIMATION

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Weihaiwei. Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lieut Comdr. Hon. Guy Stopford, Hongkong. Mart, torpedo-boat destroyer, 295 tons 6 gans,

Hongkong. Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lt.-Comdr. M., B. R. Blackwood Weihaiwei. ent, armoured erniser, 9,800 tons, 14 guns,

i.h.p. 22,000, Capt. S. St. J. Farquhar, Weihaiwei. Kinsha, river gunboat, 616 tons, i.h.p. 1,200, Lieut.-Comdr. T. J. S. Lyne, Yangteze,

Merlin, surveying ship, 1,070, tons, 6 guns, 1,400 Taku, destroyer, 280 tons, 4 guns, and 2 torpedo i.h.p. Commr. B. O. M. Davy, Sandakan. Minotaur, armoured cruiser (flagship Vice-Admiral Sir A. L. Winsloe, K.C.B., C.V.O., C.M.G., 14,600, tons, i.h.p. 27,000, Tiger, gunboat, 900 tons, 10 guns, 1,300 h.p., Capt. G. C. Cayley, Weihaiwei.

-22.000, Captain L. E. Power, M.V.O., Weihaiwei. Moorhen, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut.-Comdr G. P. Leith West River.

Newcastle, 2nd class cruiser, 4,800 tone, turbine, Captain George P. E. Hunt, D.S.O., Weihaiwei. lightingale, river gunboat, 85 tons, 240 h.p. Lt.-Comdr. Claude Hillersden-Woodward,

R.N., Yangteze. Otter, torpedo-boat destroyer, 385 tons, 6 guns | Patria, gunboat, 700 tons, Captain J. Affrexo 6,300 i.h.p., Comdr. Lambe, Weihaiwei, Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Albany, orniser, 3,000 tons, C, S. Williams.

Rosario, depot ship for Submarines, 980 tons, Sandpiper, river gunboat, 85 tons, 2 guns, 240 | Callao, gunboat, 243 tons, Ens. J. R. Murrisson

Snipe, river gunboat, 85 tons, 2 guns 240 h.p., Lt.-Comdr. Maurice B. Leslie, Yangteze. Taku, torpedo boat destroyer, 305 tons, i.h.p. 6,000, Gunner E. J. Trillo. R.N., Hong.

Commodore Eyres, Hongkong. Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p. Lieut.-Comdr. R. J. Buchanan, Yangtaze. Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. M. B. Baillie-Hamilton, Hongkong. irago, torpedo-boat destroyer, 395 tons, 6 guns 6,300 i.h.p., Lieut.-Comdr. Harold D. Adair-Hall. Weihaiwei.

Waterwitch, surveying ship, 620 tons, 450 i.h.p. Lieut.-Comdr. R. L. Hancock, Singapore. Whiting, torpede-boat destroyer, 360 tons, 5 guns, 5,900 h.p., Lieut.-Comdr. G. B. Hartford, Weihaiwei.

Widgeon, gunboat 195 tons, 2 guns, 800 h.r. Comdr. M. H. Wilding, Yangtze. Woodcock, gunboat, 150 tons, 2 gnns, 550 h.p. Lieut.-Comdr. B. R. Brooke, Yangtsze, Woodlark, gunboat, 150 tons, 2 guns, 550 h.p. Lieut.-Comdr. G. F. A. Mulock, Yangteze. Submarines :-

No. 36, Godfrey Herbert, Lieut.-Commr. No. 37, A. A. L. Fenner, Lieut.-Commr. No. 38, J. R. A. Codrington, Lt.-Commr.

AUSTRIAN. Kaiserin Elisabeth, Austrian protected cruiser 4.000, Fregattenkspitan Oskar Hansa, Northern Waters anther, third class cruiser, 1,530 tone, Fro. gattenkapitan, Theodor Skerl Edl. von

Achéron, armoures gunboat, 1,830 tons, 9 guns 1,700 h.p., Lieut. Bertrand, Saigon Alger, 2nd class cruiser, 4,320 tons, 22 guns 5,100 b.p., Commander Fournier, Hakong Alonette, gunboat, 506 tons, 7 guns, 400 h.p. Commander Badin, Saigon Liout, Andouard,

Baionnette, gunboat. Cimeterre, gunboat, 140 tons, Reserve, Saigon Caronalde,gunboat, 184 tons, Reserve, Saigon Décidée, gunboat, 630 tons, 10 guns, 900 h.p. Lieut. de Linares, Shanghai Dupleix, armoured oruiser, 7,578 tons, 26 guns, 17,000 h.p.

17,000 h.p. D'Therville gunboat Estoc, gunboat, 141 tons, Reserve, Haiphong Esturgeon, sub-marine, 70 tons, 60 h.p., Lient Combet, Saigon Fronde, destroyer, 300 tons, 7 gans, 6,300 h.p.

Desair armoured cruiser, 7,57 8 tons, 26 guns

Henri Rivière, river gunboat, 150 tons, 6 guns 152 h.p., Haiphong Lynz, sub-marine, 70 tons, 6 h.p., Lieut. Marre,

Montcalm, armoured cruiser, (flagship) 9,367 tons, 36 guns, 19,600 h.p., Rear Admiral de la Croix de Castries (Commander-in-

Manche, surveying ship, 1,625 tona, 10 guns, 900 h.p., Commander Ragot de la Touche,

Mouquet, destroyer, 300 tons, 7 guns, 6,300 h.p., Commander de la Roche Kerandraon, Olry, river gunboat, 170 tons, 6 gaus, 500 h.p. Lieut, de Maindreville, Upper Yangtze 7,000 i.h.p., Captain E. B. Kiddle, Peiho, river gunbost, 130 tons, 4 guns, 280 h.p. Lieut. Puech, Tongku

nier, Saigon Pistolet, destroyer, 300 tons, 7 guns, 7,000 h.p. Commander Mertenol, Hongay. ritemart, gunboat, 710 tons, 900 h.p., Lieut. Protée, sub-marine, 70 tons, 60 h.p., Lieut Morris, Saigon

37 guns, 6,200 h.p., Capt. Drouet, Saigon 1,600 h.p., Lieut, Seriot, Saigon. Clio, British sloop, 1,070 tons, i.h.p. 1,400,, Takou, destroyer, 280 tons, 6 guns 6,500 h.p., In Reserve, Saigon Vanban, torpedo-depot, Commander Mortenol,

Véteran, torpedo-depot, Lieut, Bihel, Cap Nicholas, Vigilante, river gunboat, 180 tons, 6 guns, 7 h.p. Lieut. Dumonlin, Sikiang

Arcons, cruiser, 2,719 tons, Captain von Hipper 4,000 h.p., Lt. Comdr. Hon. Guy Stopford, His, gunboat, 1,000 tons, 10 guns, Captain Laus

Jaguar, gunboat, 900 tons, 10 guns, 1,300 h.p. Captain Graf von Posadowsky-Webner Leipzig, orniser, Captain Engel Luchs, gunboat 850 tons, 10 gans, 1,344 h.p. Captain Bölken Scharnhorst, armoured cruiser (flagship)e

11,420 tons, 52 guns, 26,000 h.p., Kapitan Zur See Masss tubes, 6,000 h.p., Kommandant Kolbe (Hans) Bertram 'Corpedo boat "Sgo," Kapitan Leut, Heyden

Captain v. Koss Monmouth, armoured cruiser, 9,800 tons, i.h.p., Tsingtau, gunbost, 170 tons, 5 guns, 1,300 h.p. Captain Boss Vaterland, gamboat, - tons, 3 gams, 500 h.p. Captain Toussaint

> Calabria, protected cruiser, 2,428, tons, 26 gans 4,000 h.p., Capitano Maris Casanuova di Puglia, propected cruiser, 2,498 tons, 26 guns, 7,000 h.p., Capitano Gasani Viyconti Marchese Lorenzo

Lt.-Comdr. Cosmo A. O. Douglas, West Arayat, gunboat, Lieut.-Comdr. Matt H Signor

Bainbridge, destroyer, 7 guns and 2 torpedo tubes Ensign Lloyd W. Townsend i.h.p. 1,400, Lt.-Commr. N. E. Archdale, Barry, destroyer, 420 tons, Ens. Edmund S.

h.p., Lieut. Comdr. E. J. J. Southby, Cleveland, cruiser 3,200 tons, Commander Hugh Rodman, Shanghai Charleston, battle hip (flagship), 9,700, tons 58 guns, 21,000 h.p., Comdr. John H. Gibbins Shanghai

Chattanooga, cruiser, 3,200 tons, Commander John D. MacDonald, Shanghai Camar, receiving ship, 4,650 tons, 6 gans, Chauncey, destroyer, 420 tons, Ens. I. N Dale, destroyer, 420 tons, Lieut. Herbert H Denver, orniser, 3,200 tone, Comdr. Edward E.

Cagehart, Shanghai Galveston, orniser, 3,200 tons, Commander John A. Hoogewerff, Manila Helena gunbeat, 1,392 tons, Comdr. Reuben O. Bitler, Shanghai Mindoro, gunboat, Lieut, George M. Baum

Mohioan (station ship), Commander G. R. MonSterey, monitor, 4,000 tone, Lt. D. W. Todd Nanshan, transport, 1,577 tons, W.D. Pardeaux New Orleans, oruiser, 3,430 tons, Comdr. Roger

New York, cruiser (flagship), Comdr. J. P. Paraguay, gunboat, Ensign Roy L. Lowman Pennsylvania, armoured orniser, 13,680 tons Capt. A. Ward Pompey, collier, 1,600 tons, James D. Liuett.

Porpoise, 125 tons, 160 hp., Ens. Kenne Whiting Rainbow, cruiser, 6,026 tons Comdr. A. C

Samar, gunboat, Ensign W. C. I. Stiles Shark, 125 tons, 160 hp. Ensign Theodore G Villalobos, gunboat, 370 tons, Lt. A. Andrews Wilmington, ganboat, 1800, Comdr. G. R. Sailsbury Honghong

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Hongkong, 20th July, 1911.

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#### AVERAGE MARKET PRICES. July 27th, 1911. The Prices are given in Dollar Cents. BUTCHER MEAT. Matter Met Lung Pà Yuk-Beet, sirloin and prime cut ...... lb. 20 Tong Yok-Beef for soup ..... Ngau Yok Pa-Bee! Steak ..... Ngau Yok Ch'ong-Baussges ... Mar Ngan No-Bullock's Brains set ### Ngan Lao-Beef Steak, Sirloin 1b, 30 114 Ngau Le-Bullock's Tongue, Him Ngau Le-, corned ,, 60 MA Ngau Tau-Bullock's Head... " Ngan Sam- "Heart... lb. 12 Ngau Kak-Bullook's Feet ... each Ngan Iu-Builock's Kidner ... , 8 Ngau Met-Bullock's Tail ...... 18 Ngan Kon-Bullock's Liver ... lb. 12 HA Ngau T'd-Bullock's Tripe, undressed : Tan Kor—Calve's The Yong Pai Kwat-Mutton Chop lb. 22 Yong Po-Leg of Mutton..... 22 Yong Shau-Mutton Shoulder ... 20 Yong Sam—Sheep's Head feet set 50 Yong Sam—Sheep's Heart each 6 Yong In—Sheep's Kidneys,... each 9 Ying Kon-Sheep's Liver ... Ib. 24 Chu Kök-Pig's Feet .... each 12 Chu No-Pig Brains ......per set 24 Chi Tsap-Pig's Fry ...... 1b. 25 Chu Iu-Pig's Kidney ......pair 9 Chn P'si Kwat-Pork Chop ... lb. 20 Chu Sam-Pig's Heart ..... , 13 Chu Kon-Pig's Liver ........ , 30 The Chu Teai-Sucking Pige (to order) ...... 22 Shang Ngau Yau-Boat Suet 20 Shang Yong Yau-Mutton Suet , 22 Ngau LapCh'ong-BeefSaueage , 20 Ngau Chai Yuk Ch'ong-Veal " " 20 POULTRY Kai Tsai-Chicken -... 32 Sin Kai-Capons ...... Pan Kau-Doves..... each ■水椒膏 Sang Sheng Shöll Ap— Wild Duck Ap-Ducks ..... lb., Kai Tan-Hen's Eggs .....doz 24 Kai-Fowl, Capton .....b 36 警察 Hoi Nam Kai—Fowls, Haiman " 33 Ngoa-Geese...... 22 ShengHol Ya Ngon-Guesse, Shanchai .....pa ir-Wild Duck Shanghai.....pa ir -Pak Kor - Pigeons | Canton each 30 Hoihow ... 23 the Om Ch'un-Quail ...... Musk Deer ...... Ill Suan Kai-Pheasant..... the Cha Ku-Partridge ......each 10 查花菜 Wo Fá Tsök—Rice Birds ... doz. — 通为 Sa Ts'ci—Snipe ......each — 程表 Shön Ap—loal...... -Fo Kai Kung-Turkoys, Cock lb. 60 是这人 Fo Kåi Mo-Turkeys, Hen ... " 45 Min Kai Yd-Barbel ...... ,, 10 All Pin Yu-Bream ...... p 16 \*\* Tam Shou Yu--Canton Fresh water Fish ........ , 10 Mau Yt-Cat Fish..... 20 Man Yu-Codfish Hai—Crabs Sha Mang Yu-Dab....... Hoi Sin-Eels, Conger ....... ,, 18 金木猛 Tam Shei Sin—Eels, Fresh Wong Sin-Eels, Yellow , ..... , 36 Tso Pak Yil—Herrings ....... , 24 Shi Yu-Mackerol ...... 18 AL Loach Mong Yu-Mong Fish ....... ,, 40 & Shang H6—Oysters ..... A A Kai Kung Yu-Parrot Fish ... Tau La-Perch. 章 Pak Ch'ong—Pomfret White Hak Ch'ong- "Black... "24 Ming Hil- Prawns ..... 持盟金 Pi Pa.Sa.—Ray...... 全動石 Sik Kau Kung -Rock Fish ... , 18 the Chun Yu-Roach.... A太郎 Ma Yau Yu-Salmon, Canton " 14 Shang Yu-Salmon, Fresh Water ,, Lap Yü-Snapper A Yu-Soles 金数定 Tso Hau Yd-Turbot....... ▲ Kök Yü-Turtles, small, freshwater ..... , 58 Pak Bit Yu-White Bait ..... .. FRUITS. Hang Yan-Almonds...... ,, 25 \*\* Kam Shan Ping Ko-Apples. · 查字算天 Tin T'sun Pin Ko---Apples, C'foo , . -Hoi Tong—Apples, small, C'foo ,, — BOOK ...... 董事本日 Yat Pun Ping Ko-Apples, Shang Sheng Houng Teiumanas, fragrant, Canton ... ,, nang Heung Tsiu—Bananas brides, Macao......

Sa Li-Pears Canton ...... 8

Hung Li-Plums' Swatow .....

Bin Tei-Pears, Cooking Canton-

Hung Tai-Persiminons large , 25

Pun Ti Po Lo-Pine-apple..... 10

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California	
平海天 Tin Taun Pin Ko-Apples, Cloo, , —	東海萬大 Papaw 1st qualityoach—
Hoi Tong-Apples, small, C'foo ,, -	Pineapple Cooking only2nd "
Fan Chi—Apples, Custard,	3rd —
E BOOK Culture, Culture,	煮大 Tai Tsiu−Plantains2
Date in West Dan Ding To Associate	Luk Yau-Pumelo, Amoy each
本文 Yat Pun Ping Ko—Apples, Jaranese	种海理 Chim Lo Luk Yau—Pumelo, Saim , 2)
Jaranese	San Hop To-Walnuts, Fresh lb. 20
T manner treated Title	Hop To-Walnuts, Green
Tananas, fragrant, Canton,	Shanghai Lo Kwat
Ananas Heung Tsiu—Bananas	Vegetables, &c.
brides, Macao	竹油Y器上 Shanghai Ya Chi Chuk-
Young 1 — arambola	Artichokse, Shanghai
Fung Lut—Chestmuts, Chinase	Loong Soo Ts'oi—Asparagusion —
子本 Ye Tez-Cocoanuts each 10	Chuk Bhun—Bamboo Shoota lb. 5
子經濟 P'6 Tai Taz—Grapes 1st ql. lb.—	
Ning Mong-Lemons, Chinese ,, S	Nga Tsòi—Beans, Sprout 2
Kam San Lingmon-Lemon,	Tau Kok- ,, Long 8
Americaneach 6	Win Tau-, Broad 8
10 Lai Chi—Lichees, Freshia 10	Pin Tau- , French, S'hai
,, 2nd., ,, —	Moon Bin Tau-Beans, , 2
	Macao (French) 18
代数章 Lai Chi Kon—Lichees, Small ,, 25	Hung Tau Ta'oi Sho Bestroot ,, 2
Ning Mong-Lemons,-Saigon ,. 15	Kau Sun-Cane
TER Lui Bung Mong—Mango, M'la each —	蓝青 Ts'ing Ke-Brinjals Green , 5
李直安 On Nam Mong—Mango, Saigon ,,—	and Yuon Ke ,, Red
子析此Shan Chuk Tez—Mangosteens, .,	Pak Te'oi-Brassica
per doz	本著 Kai Troi—Cabbage Chinese , 6
我回神 Yong Sai Kwa—Water Melon, "	本方法上 B'hai Kai Ta'oi—, Shanghai , 12
American per lb. —	I SEE KAYN MININ-CHITOIS
Em Sai Kwi-Water Melons China ,, 3	花型河 Ye Ta'oi Fä—Cauliflower orch—
及音 Heung Kwä — Musk Melon	花葉樓大 Tai Ye Ta'oi Fi-, Large Size, -
American each —	在本籍中 Chung Ye Ts'oi Fa—Cauliflower " —
Passion Fruit, American lb. —	Med. Size "
在 Pak Iam—Olives	Apr Can Ts'ol—Celery, China lb. 6
Ch'ang-Oranges, Sweet ,, 30	APP Young Can Ts'oi -Colory, Eng. ,,
Chiu Chau Chang - Orange,	Fu Kwa-Bitter Squash
Swatow sand appropriate transfer of the first	Kon Lat Chin—Chilies, Dried 118
CPA O Mun Ch'ang-Oranges, Macao ,, 6	Tring Lat Taiu—Chilies, Green 8
Chu Sa Kat- " Small " 5	Hart Hung Fi Tsiu-Chilles, Red 12
相當 Tim Kat- " Mandarin " —	Mar Tring Kwa-Cucumbers
Fa Shang—Peanuts	企业证据 Ki Li Ts'oi Liu—Curry Staff, ,
Shanghai Li-Pears American	English
The state of the s	L ments Classa Tana Gardin &

Shuan Tau-Garlic..... 6

Lo Koung-Ginger, old ........ 6

TEE Keung-Ginger, young ... 5

To ing Tau-Green Peas .........

Suk Mai-Sweet Corn.....piese 5

Many Young Shang Ta'oi-Lettuce ... lb, 1

THE Kan Lik-Horse Radish, S'hai , 12

YOR	K BUILDINGS TOP FLOOR
_ l`	Mush Melon
_ ·[	新文章 Shang Teo Ku—Mushrooms, 11, 30
2	fre harman Ton Orione
<u>.</u> - J	Yeung Te'ang Tau—Onions, Bombay u 8
2)	Shang Ta'ung—Onions, Green , 5
1	国主 Shang 18 ung —Unions, Green is 国主人名 Yat Pun Te'ung Tan—Onions,
1	Japanese
- [	製造法上 Shanghai Ts'ung Tau—Onions,
1	Shanghai
·	# Må ka—Okroes
-	初考達 -Young Yuen SiParaley, Eng
<u> </u>	子屬理 Foodhow Shu Tsai—Potatoss
5	Foochow
2 8	上仔票 Shanghai Shu Tsai—Potato
8	Shangi at 0
-	任意本日 Yat Pun Shu Tsai-Potatoies,
2	Japanese
າຮົ	作書門院 O Mun Shu Tsal—Potatoes,
2	Macao
8	伊斯花 Fa Ke Shu Tsai—Potatoes,
5	321WATIANT 1081 11416 404 444 444 444 444 444 444 444 444 44
4	## Fan Shu—Potatoes, Sweet 3  LA Tung Kwa—Pumpkin
	本件 Chu Tsai Ts'oi—Pursline
6	伊白墨紅/Hung Lo Pak Tsai—Radish "
12	Mac Kon Te'ung Tau—Shalota
6	Yin Ts oi Spinsch
<del>_</del>	四字 Fo Tau—Taros
<del></del> · ·	Fan Ke-Tomatoes6
<del></del> .	<b>有盖 Lo Pak—Spinach Chinese</b>
0	Tau kok
6	- 温度 Lien Ngau-Lily Root ロ 5
5	音篇章 Yenng Lo Pak-Turnips, Eng. ,, 2
18	Tsit Kwa—Vegetable Marrow, 3
8 .	Ma Tai —Water Chestnuts, "
12	COMMON FIRST STREET, ST.
28	Chestnuts. Mandagrin 6
. <del></del>	Chestnuts, Mandaarin 6

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本种面 Sai Yuong Ta'oi—Water Cresses , 5

Tai Shu-Yams......

### SHIPPING IN PORT.

BTEAMERS. AJAX, British str., 4,477, R. D. Owen, 26th

July-Liverpool and Singspore 21st July, General-Butterfield & Swire. Annam, French str., 3,998, Visra, 29th July-Woosung 25th July, General-Messageries Maritimes.

BARON MINTO, British str., 2,696, T. Baillie, 19th July-Moji 13th July, Coal-Gilman

CARINTHIC. British str., 2 355, E. Woodhead, 27th July-Cardiff 8th June, Coal-Admiralty. CRIPSHING, British str., 1,199, F. Mooney,

30th July-Tientsin 21st July, General-Chinese. Choshun Maru, Japanese str., 1,301,

Yamaguchi, 29th July-Swatow 28th July, General-Osaka Shosen Kaisha. DAVRE, Norwegian str., 733, L. Paulsen, 29th July-Port Sambo 22nd July, Petroleum-

DERWENT, British str., 1,520, Jenkins, 29th July-Cebu 22ud July. DUNEDIN, British str., 3,051, Mase, 28th July -Moji 22nd July, Coal-Dodwell & Co. FOOCHOW, British str., 1,268, C. P. Vincent,

field & Swire. HAIMUN, Brit. str., 641, A. H. Stewart, 3rd July-Swatow 29th July, General-Douglas Lapraik & Co. HANGCHOW, British str., 999, Byers, 25th July

23rd July-Milke 10th July, Coal-Butter-

-Newchwang 17th July, Coal-Butterfield & Swire. HUICHOW, British str., 1,217, G. Hooker, 28th July-Tientsin via Weihaiwei and Swatow

27th July, General-Butterfield & Swire.

Blackhead & Co. KWANGLEE, Chinese str., 1,468, Pratt, 26th

Bangkok and Swatow 21st July, General- drive, but he manages to get this in sufficiently Kin Tye Loong.

LIGHTNING, British str., 2122, E. P. Smith, 30th July-Singapore 24th July, General-Davil Bassoon & Co. LOONGMOON, German str., 1,275. W. Vogeler,

24th July-Chinkiang 20th July, General-Hamburg-Amerika Linie. MACHEW, German str., 996, R. G. Wilhsen, the game. Being a little man, inclined Teak-Butterfield & Swire.

Coal—Bradley & Co. MANDASAN MARU, Japane'e str., 3,246, T. often proves disastrous to far more dashing and Ota, 20th July-Moji 15th July, Coal-

Mitsui Bussan Kaisha. Jebsen & Co.

Garlick, 22nd July-Seattle 19th June most of them. and Manila 20th July, General-Nippon Yusen Kaisha. Nanchang, British str., 1,056, Robertson, 25th

July-Chefoo 19th July, General-Butter-Persia, British str., 2,744, A. Lockett, 25th July-San Francisco 28th June, Mails and

General—Pacific Mail S.S. Co. PHEUMPENH, British str., 1,065, Jas. Scott. 30th July-Saigon 25th July, General and Rice-We Fat Sing. Rubi. American str., 2,797, S. A. Crosby, 27th

July-Manila 24th July, Hemp, and Sugar —Shewan, Tomes & Co. SHUYO MARU, Japanese str., 5,898, K. Nasu, 23rd July-Moji 17th July, Coal-Order. SI-KIANG, French str., 615, E. de Catalano,

30th July-Haiphong 28th July, General-Messageries Meritimes. SPIR, Norwegian str., 871, W. Horn, 29th July | Wimbledon will be J. C. Parke, the famous Irish -Newchwang 20th July, General and

Beans-Asgaard, Thoresen & Co. STRATHESK, British str., 2,802, D. Stanbyse, 24th July-Moji 18th July, Coal-Gilman

STRATHLYON, British str., 2,846, J. R. Shaw, 24th July-Portland via Nagasaki 9th July, General, Flour and Timber-P. M. S.S. Co. Sui Sang, British str., 1,960, M. Picknell, 21st July-Moji 15th July, Coal-Jardine,

Matheson & Co. SUNGKIANG, British str., 987. H. Mathias, 30th July-Haiphong and Hoihow 29th July, General-Butterfield & Swire. TJIBOD 18, Dutch str., 2,953, Jurriannes, 29th

July-Amoy 27th July, General-Java-China-Japan Line. TJIMAHI, Dutch str., 2,000, J. P. Scholte, 22nd July-Swatow 21st July, General-Java-China-Japan Lijn. Typeus, British str., 4,799, T. Chrimes, 30th

July-Kobe 16th and Foochow 28th July, General—Butterfield & Swire. SAILING YESSEL. ECLIPSE, British 4-masted barque, 2,996, Jame

Kerosene Oil—Standard Oil Co.

### LATEST STEAMER MOVEMENTS

White, 12th May-New York 20th Jau.,

The I.G.M. str. Prinz Ludwig, carrying the German Mails with dates from Berlin of the 12th alt., left Colombo on the 29th ult. p.m., and may be expected here on or about the 9th

for Moji on the 30th ult. The Barber Line str. Wray Castle from New | the makings of a champion. York left Manila on the 30th ultime morning, and is therefore due here this morning.

The C.P.R. Co.'s str. Empress of Japan arrived at Kobe at 6.30 p.m. on the 28th ult., and left again at noon on Saturday for Shimidzu, where she was due to arrive at 8 s.m. on the 30th ult.

I for the Straits and Hongkong on the 26th ult., Express and is due here about the 11th inst. The I.G.M. str. Prinzess Alice, which left here on the 26th ult., at noon, arrived at Singapore on the 30th ult., at 2 p.m.

ON SALE.

OUND VOLUMES of the HONGKONG WEEKLY PRESS. July to December 1910. With INDEX. Price \$7.50.

On sale at the "Hondkond Dalky Press"

Hongkong, 28th March, 1911

### SOME CHARACTERISTICS OF

FAMOUS PLAYERS.

PERSONALITY IN LAWN TENNIS.

Personality in lawn tennis as in nearly everything else, counts for much, and during the present week, when the championships will be played on the billiard-table courts of the All-England Lawn Tennis Club at Wimbledon, the power of personality will make itself felt by the number of the spectators who will crowd round the particular court in which the owner of the

personality is disporting himself. Though, unfortunately, he has retired from the game in the full plenitude of his powers, probably there never was a more virile lawn tennis personality that than of Frank L. Riseley, the famous Gloucestershire player.

Riseley and S. H. Smith were a remarkable doubles pair-the one brimming over with exuberance and dash; the other phlegmatic and cautious, doggedly content to keep on returning the ball until his opponent gave him the opportunity of putting in one of the "Smith" drives, which are famous the lawn tennis world over. And meanwhile, Riseley, a bundle of quiver-

ing nerves, would wait, impatiently. Saddenly he would hurl himself across the court and bring off a "kill" which would electrify everybody. A player of strongly-marked personality was Norman F. Brookes, of Australia, who won the championship in 1908. There was something almost repellent about Brookes' play. It was so horribly ruthless and so suggested an inexcrable inevitableness that merely having to play against this dark, saturnine, smileless man must have been a severe ordeal.

THE HOLDER.

The holder of the championship, Anthony F Wilding, of New Zealand, possesses a strange, KAIFONG, British str., 987, Sidford, 28th July | baffling personality, which oddly contradicts the -Manila 15th July, General -Butterfield | picture he presents of fresh, lissom athleticism: He seldom smiles, and his curiously long upper KENKON MARU, Japanese str., 2,109, T. Yama- lip presses harder and harder as the game promoto, 24th July-Moji 18th July, Coal- gresses. It is when things are apparently going against him most that Wilding is seen at his best A trim little man is the ex-holder, A. W. July-Shanghai 23rd July, General- Gore, with his curious, jerky walk. It seems amazing that Gore ever managed to win the LANDRAT SCHEIFF, German str., 1,012, July- | championship twice. His only stroke is his

often to prove too good for most of his opponents voteran though he is. Another of the veterans who is generally there or theresbouts is the little solicitor, H. Roper Barrett. He has never quite attained the highest honours, though he is, undoubtedly, one of the most purely intellectual players of 29th July-Bangkok 18th July, Rice and to be portly, he has few of the natura advantages. He relies almost entirely or MADELEINE RICHMERS, German str., 2,956, J. placing the ball, and has never been known to Schmitz, 28th July-Mororan 20th July, hit it really hard. There is a cool and calculat ing subtlety behind Roper Barrett's play which

ornate players. Like the brook, M. J. G. Ritchie seems as i MICHAEL JEESEN, German str., 947, I. Peter- he would go on for ever. Never absolutely in san, 28th July-Haiphong 25th, Pakhoi | the front rank, he is a very sound player. He 26th and Hoihow 27th July, General - comes on the courts with a peculiarly heavy and lifeless tread and seems tired out before he starts MINNESOTA, American str., 13,323, T. W. When playing, however, he is as light-footed as

> NEVER RUFFLED. Possibly one of the strongest personalities playing first-class lawn tennis is C. P. Dixon brother of J. A. Dixon, the famou Nottingham cricket captain. A large, plucid person is Dixon, who never allow the most untoward incident to disturb him Even the most glaringly bad decision by the nmpire leaves him unruffled -he merely wave his racket in melanchely-wise, as though to say "Why worry?" If Dixon troubled about suc things as escutcheons, he would undoubtedly bear the motto " Kismet."

A complete contrast to Dixon is the eve smiling T. M. Mavrogordato. A neatly-bui little person is this, and whatever the state of the game, he keeps on smiling.

One of the breeziest personalities playing at international three-quarter back. Parke plays lawn-tennis like he played Rugby. He is dashing all the time, and when in form is quite one of the hardest hitters living. A splendid type of sportsman, he is quite one of the most popular players of them all.

Probably the greatest stylist is A. E. Beamish. Anyone watching him play for the first time might well think he was a real champion. When on top of his game he is first-class, and he is never anything but a pure delight to watch. But he also has just failed to realise expectations. There is a lack of "devil" in his play, without which no one can hope to be a

YOUNG HOPEFULS.

Then there are the immediate Lewe brothers -sons of Sir Francis Lowe, M.P. When they came down from their respective universities they were regarded as the hopes of the younger generation. They have done exceedingly well, but have not quite "made good" yet.

Footwork in lawn tennis counts for nearly as much as it does in the prize ring, and by far the most skilful exponent of this side of the game is S. N. Doust, the Australian. To watch his twinklinglittle feet during a game is an education in itself. Doust is abetter doubles player than a singles one.

Undoubtedly the quaintest of all lawn tennis personalities is Dr. Eaves. He is quite a veteran now, but can still put up a gallant-fight | Tues. n doubles. His flerce little monstrche, his characteristic little strut, and his obvious an. Wed. novance with himself when he misses a shot, are an unfailing source of delight to spectators.

France has made tremendous strides of late in the game. There seems to be something in Fri. lawn tennis that suits the French temperament. Last year one A. H. Gobert got knocked out very | Sat. The Bank Line str. Suveric sailed from Kobe | carly, but those who watched him could only come to the conclusion that here certainly were | Sun.

Gobert is quite young. He is very tall, and | Mon. has a tremendous reach. He may not win this year, though even that is possible, but if anything can be safely prophesied it is that with ordinary luck, it will not be very long before the championship boards in the pavilion at Wimbledon bear for the first time on record the name of a The Indo-China str. Laisang left Calcutta Frenchman,-H. F. W. in the London Daily

> THE AUSTRALIAN TRANSCON-TINENTAL RAILWAY

The Press of Queensland and New South Wales is agitating the claims of the Port Darwin to Bourke route for the transcontinental railway as against the Port Darwin to Oodnadatta line. The former, it is urged, would link up all the terminals of the Eastern systems besides opening millions of acres of splendid pastoral country in the Northern Territory west of Camooweal. Southern interest in the Territory is increasing. Large pastoral syndicates are acquiring holdings there, and a further line from Port Darwin to the Far West coast ports is being pressed upon the attention of Western Australia as also I calculated to open vast areas.

#### WEATHER REPORT.

On the 31st at 12.10 p.m.—The barometer has fallen slightly to moderately over the Philippines, a typhoon having appeared over

the Pacific to the N.E. of Luxon. Pressure is little changed in other areas. It remains low over N. China, and high over the Pacific to the East of Japan.

Light or moderate monsoon may be expected over the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The fereesst for the 24 hours ending at noon to-day is as follows :--

FORECAST. DISTRICT Hongkong & Neighbourhood Formosa Channel |Same as No. 1.

South coast of China between \Same as No. 1. Hongkong and Lamcoks. South coast of China between | Same as No. 1. Hongkong and Hainan.

CHINA COAST METEOROLOGICAL REGISTER.

July 31st-AT A.M.

Wind.

	Station.	Hour.	Barometer.	Temperature	Humidity	Direction.	F.Orce.	Weather.
8 8 8	Vi'ostock Nemuro Hakodato Tokio Kochi	ба,	29.86		89	SSE W. 8	4 3 1 3 1	, 
e r t f	Nagasaki Kagoshima Oshima Naha Ishi'jima Bonin Is.	. ,,	29.76 29.93			68W NE E	10011	
an e ha	Chefoo Weihaiwei Hankow Kiukiang Shanghai Gutzlaff	6 n 9 n	29.65 	84 82	75  79 91	waa wea	1 1	em.
if n e d	Sharp Pk Amoy Swatow Taihoku Taichu Tainan	5 a	29.74 29.75 29.75 29.78 29.78	82 81 —	87	BW WSW B	041200	000111
6. 18	Koshun Pescadores Canton Hongkong Viet, Peak Gap Rock	9'8 10'8	29.76 29.76 29.76 29.76	85 85 -		sw ssw w ssw	0 2 1 1 2	1 1001
n, 18 3, 78 11.	Macao Wachow Hoihow Pakhoi Phulien	9	29.79	3 82 83	-	8:W	1 - 2	о 
es y, sh ly	Tourane C. St. James Aparri Manila Legaspi Bicoloi	6 10 6	29.89   29.68   29.76   29.73 	75 79 79 79 79	92	WNW WBW WBW WBW	2	0 0 0 0
lt	Iloilo	, j	29.80 29.83		1.	6W g	] 2	or

F. G. Figg, Director. Hongkong Observatory, July 31st, 1911. BAROMETER, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths. TEMPERATURE, in the shade, in degrees Fahren-

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100. 4 DIRECTION OF WIND, to two points. 5 Force of Wind, according to Beafort Scale.
6 STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, I lightning, o overcast, p passing showers, q squa lly, r rain, s snow, t thunder, v visibility, w dow (wet) O RAIN in inches, tenths and hundreths.

HONGKONG TIDE TABLE.

From 1st to 7th August, 1911.

HIGH WATER. LOW WATER. H'kong Mean

10 26 a; 3 6 48 al. 3 7 6 0 m 1 26 6a 3 8 11 27 a 3 6 6 m 6 31 6 3 m 2 5 1 8 7 m 7 10 6 6 m 0 26 3 6 9 44 a 4 1 2 38 a 1 4

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, July 31st.

	Provious Day at 4 p.m.	at	On Date at 4 p.m.
Barometer Temperature Humidity Wind Direction	29.73 87 72 WSW	29.76 85 75 West	29.69 88 65 WSW
Weather	1 <u>o</u>	0 -	b

Highest open air Temperature on 30th. 89 Lowest open air Temperature on 30th 79

#### **SHIPPING**

#### ARRIVALS.

Annui, British str., 1,350, J. B. Harris, 31st July - Shanghai 27th July, General -Butterfield & Swire.

ARMAND BEHIC, French str., 3,564, Gnionnet, 31st July-from Yokohama-Messageries Maritimes.

CHIYUEN, Chinese str., 1,177, Wm. Jamieson, 29th July-Chingwantao 22nd July, Coal-C. E & M. Co. DAGNY, Norwogian str., 882, P. Solvesen, 30th July-Hongay 28th July, Coal-Angaard,

Thoreson & Co. DEVAWONGSE, German str., 1,057, E. Gathe-mann, 30th July-Bangkok 22nd July, Rice and Timber-Butterfield & Swire. HAKATA MARU, Japanese str., 3,820, Nomura 31st July-Bombay, General-Nippon

Yusen Kaisha. KITANO MARU, Japaneso str., 5,277, F. E. Cope, 31st July—Japan via Shanghai 28th July, General—Nippon Yusen Kaisha. MARIE, German str., 1,169, H. Schlaikeir, 30th July-Saigon 27th July, Rice and General

—Jebson & Co. SAIKAI MARU, Japanese str., 2,743, Katari 31st July-Miike 25th July, Coal-Mitsui

Bussan Kaisha. SPEZIA, German etc., 2374, W. Fanss, 31s July-Shanghai 27th July, General-Ham burg Amerika Linie.

TOURANE, French str., 3,201, Lancelin 31, July - Mersoilles 2nd June, Mails and General.—Messageries Maritimes. YAWATA MARU, Japanese str., 3,816, T. Sekine 31st July-Australia -- July, General-N. Y. K.

#### CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. 31st July.

Armand Behic, French str., for Europe, &c. Chipshing, British str., for Cauton. Dagny, Norwegian str., for Canton. Davre, British str., for Shanghai. Haimun, British etr., for Swatow. Hakata Maru, Japanese str., for Shanghai Hielhow, British str., for Swatow. Michael Jebsen, German str., for Hollow. Shinyo Maru, Japanese str., for Sourabaya. Yawata Maru, Japanese str., for Kobe.

#### DEPARTURES.

ANHUI, British str., for Canton. SPIR, Norwegian str., for Canton. St. Albans. British str., for Shanghei. TOURANE, French str., for Shanghai.

#### SHIPPING REPORTS.

The German str. Devawongse reports: Mod S.W. winds and sen. The British str. Anhui reports: Moderate S.W. monsoon and fine weather throughout.

#### PASSENGERS.

ARRIVED.

Per Devawongse, from Bangkok, &c., Mi Murray. Per Anhui, from Shanghai, Misses James and Pond.

Per Tourane, for Hougkoug, from Bombay, Mr and Mrs Renust, and Mr Kaipe; from Singapore, Mr and Mrs Goute, Mr Henderson Mr Atwood, Mr L. H. Urch, Mr Tack, Mr Hanby, Mr S. Whast and Mr Hartig; from Saigon, Messrs Frijitani, Dumontail Lagrege, Harnyton, Back and La Caore,

Per Kitano Maru, from Japan, &c., Miss M E. Brewer, Miss L. A. Lowden, Capt. W. B. Auley, Mr T. M. Elliotf, Mr A. B. Rouss, Mr and Mrs S. Akamatsu, Mr S. Kojima, Mr and Mrs A. Rumjahn, Mr and Mrs W. D. Fraser Mr and Mrs F. B. Hitchcock, Mr and Mrs G. S. Dodgson, Mr and Mrs I. G. Gonzalez, Miss A. Gonzolez, Masters A. G. and R. Gonzalez, Mr S. Shibuya, Miss Xuiver, Miss Woodson. Capt, and Mrs Chase, Mrs Davis, Miss Davis, Mr J. Gomes, Mr W. H. Drake, Mr M. Dialdas, Mr K. Takoda, Mr K. Nokumaga, Mr S. Uyeshima, Mr E. Gonzalez, and Mrs Okumura.

Per Yawata Maru, from Australia, &c., for Hongkong, Miss Kate West, Mr G. S. Coleman, Mr J. C. Lowe, Col. Mair, Capt. and Mrs Jackson, Capt. C. A. Littler, Mrs N. C. Hen-dricks, Mrs A. P. Fisher, Mr C. F. McWilliams, Mr H. Wupperman, Mr K. Nishiwada, Mr J. Rois, Mr M. B. Wheeler, Mrs A. Hachima and child; for Kobs, Rev. C. Callanan, Mr. and Mrs Brawn and child, Miss Brawn, Mrs. M. Harvey, Mr J. S. Moiseitch, Mr M. Fujino, Mr I. Ohga, Mr and Mrs K. Rikimura; for Yokohama, Mr F. M. Peck, Mr J. Mundul, Lt. and Mrs Frink and 2 children, Mrs A. R. Frink, Mrs and Miss Kingsbury, Mr Kingsbury, Miss Kingsbury, Mrs D. Whipple and child, Mr R. Y. Hanlon,

Mr J. McWhoe, Mr and Miss Carson.
Per Armand Behic, for Hongkong, from Yokohama, Mr F. Arthur; from Kobe, Mr Looker, Mr Loung, Mr and Mrs Hayaski; from Shanghai, Mr H. Suigsen, Mr G. Winslow, Mr G. Henry, Mr Levin, Miss Takya, Mr and Mrs Syckichi Konder, Mr Hezakel Mahon, Miss Sychichi and Mrs Otei; for Saigon, from Yoko-hama, Mr Keenan; from Shanghai, Mr Fin-kanstein, Mr Viciot, Mr Medicamole and Mr Yund; for Singapore, from Kobe, Mr Ekamo-to and Mr Susuki; from Shanghai, Madame Gracioni and infant, Madame Sholder, Madame Chaustel, Mr Rosemberg and Mr D. Shaw; for Batavia, from Shanghai, Mr Bunge; for Port Said, from Kobe, Mr Radinus; for Marseilles, from Yokehams, Mr and Mrs Catterean; from Kobe, Mr Cambefort and Mr Jonas ; from Shanghai, Mr Henry, Mr Chipt, Mr Gatine, Mr Fonglia and Rev. Pere A. Robert.

#### VESSELS PASSED ANJER.

July 2, British str. Antenor, Yarwood, July 2, from Batavia for Amsterdam. July 2, Dutch str. Koningin Rogentes, Schippers, July 2, from Batavia for Amsterdam.

Tjilatjan for Batavia.

July 2, British str. Priam, from Liverpool for Batavia. July 3, British str. Recorder, from Singapore

July 2, British str. Surpedon, Bevan, from

for Cooos Island. July 7, British str. Polyphenius, July 7, from Batavia for Amsterdam. July 7. British str. Drumeldrie, Chabon, from Durban for Batavia.

July 8, British str. Volobario, from Calculta for Sourabaya. July 8. Dutch sir. Sindoro, A. van Leenwen. June 3. from Rotterdam for Batavia.

July 8, British str. Carpentaria, June 7, from London for Brisbane. July 10. British str. Islander, Deans, July 8. from Singapore for Chrismas Island. July 13, British str. Ulysses, Day, July 13,

from Batavia for Amsterdam. July 14, British str. Sofala, from Bombay for Sourabava. July 14, Dutch str. Pyrrhus, June 10, from Liverpool for Batavia.

July 15, British str. Greenbank, from Port

Natal for Sourabaya.

#### **VESSELS** ADVERTISED AS LOADING.

To accortain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," meanest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels beribed at the Kowloon Wharf "k.w." together with the number denoting the section.

08	1. From Green Island to the Harbour Master's	2. From Esrbour Ma	eter's to Blake	Pier.	3. From Blake Pier to N	aval Yard. 4. From Naval Yard	to East Point
b,							•
	DESTINATION.	VESSEL'S MAMES.	PLAG & RIG	BERTE	CAPTAIN.	POR PREIGHT APPLY TO	TO BE DESPATORED
th rd,							
16-	LONDON, ROTTERDAM & ANTWERP	PEMBROKESHIRE	Brit. str.		W. Barrett	Jaedine. Matheson & Co., Ld	To manus
ly,	LONDON, &c., VIA UBUAL PORTS OF CALL	DELHI ,	Brit. str.	- Plantal	IL. S. DIROMONW	P. & O. S. N. Co	On 5th inst., at Noon.
ra.	፤ መረጓመዝየተንያን እንዲያ እና ላይ እርሃን የሃቸው እና ል እርሃነናቸው የሚያው <b>ል</b>	SEGOVIA			K. A. Peters	P. & O. S. N. Co	About 10th inst.
on	ROTTERDAM & HAMBURG, VIA STRAITS &c	BRISGAVIA	Ger. str.	k. w.	Deinat Girstenbräu		On 12th inst. On 23rd inst.
	HAVRE, BREMEN & HAMBURG, &c HAVRE & HAMBURG via STRAITS, &c	SPEZIA	Ger. str		Fanse		To day.
Ŀì. U.h	HAVRE. HAMBURG & ANTWERP. &c	LIBERTA	Ger. str.	k, w.	Karberg T. Stehr		
	Marshii Les, London & Antwerp via Singapore,&C	KITANO MARU	Jap. str	_	F. E. Cope	Hamburg-Amerika Linih Nippon Yusen Kaisha	On 13th inst. To-morrow, at Daylight
lth	MARSEILLES, HAVRE & HAMBURG, &c	NIPPON	Ger. str.	k. w	itens.	HAMBURG-AMERIKA LINIE	On 21st inst.
	NAPLES GENOA ALGIERS, GIBRALTAR'& SOUTHAMPTON	LUETZOW	Ger. str.		Tarabochia, J. Bartfeldt	SANDER, WIELER & Co	On 28th inst., p.m.
ıri,	NEW YORK	81KH	Brit. str	_	*** *** *** ***		A hand 16th innt
sni	VANCOUVER, B.C., SEATTLE & POETLAND, &c. VANCOUVER (DIRECT)	ORTERIC	Brit. str.		Jas. Findlay	THE BANK LINE, LIMITED	On 4th inst.
lst	I VANCOUVER VIA SHANGHAI, JAPAN, &c	EMPRESS OF CRINA	Brit. str	l m.	440 440 440 440 440 440 440	4 mag 1 mag 2 mag	On 4th inst.
m-	VANCOUVER VIA BHANGHAI, JAPAN, &c	MONTEAGLE	Brit. str.	2 111	W. Davison	CANADIAN PACIFIC B. CO	On 12th Sept., at Noon
1.+	VICTORIA, C.B. & TACOMA VIA KERLUNG & JAPAN VICTORIA, B.C. & SEATTLE. VIA KEELUNG, &c	AWA MART	Tan atr	· <u> </u>	Tainner	OSAKA SHOSEN KAISHA	On 9th inst., at 11 A.M.
nd	VICTORIA.BC. & SEATTLE VIA KEELUNG. &C'	INABA MARU	Jap. str.	· · · · · · · · · · · · · · · · · · ·	S. Tominaga	NIPPON YUSEN KAISHA	On 12th Sant at 4 P.M.
	VICTORIA, B.C., & TACOMA VIA KEELUNG, S'GHAI, &C. SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	PANAMA MARU	Jap. str	*****		OSAKA SHOSEN KAISHA '	On 22nd inst., at 11 A.M.
ne,	SAN FRANCISCO VIA SHANGHAI & JAPAN	PERSIA KOREA	Am ste		tal eta	PACIFIC MAIL S.S. Co	On 4th inst., at 11 A.M.
<u>-</u>	SAN FRANCISCO VIA KEELUNG, S'HAI & JAPAN, &C	NIPPON MARU	Jap, str.		H. S. Smith	PACIFIC MAIL S.S. Co TOTO KAISEN KAISHA	On 18th inst. at Noon.
	PORTLAND VIA JAPAN	STRATHLYON Kumano Mabu	Nor. str	-	J. K. Shaw	Portland & Asiatic S.S. Co.	To-day, at Noon.
	AUSTRALIAN PORTS VIA MANILA	PRINZ WATDEMAR	Gar etw		F. Igocke	NIPPON YUSEN KAISHA	On 4th inst., at Noon.
	AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Brit.str.	- 1 m	L. Dawson	BUTTERFIELD & SWIRE	On 17th inst., at 4 p.m.
	AUSTRALIAN PORTS VIA MANILA	I AWATA MARU Yawata Maru	Jab. str.	<u> </u>	T. Sekino	NIPPON YUSEN KAISHA	On 1st Sept., at Noon.
-	KOBE & YOKOHAMA	TANGO MARU	Jap. str	- ra-raile	Kawara.	NIPPON YUSEN KAISHA	To-day, at Noon.
•	JAPAN MEXICAN, PERUVIAN & CHILEAN & JAPAN	TJIRINI	Dut. str	·	H. ROODS	Java-China-Japan Lijn	Quick despatch.
	DELAGOA BAY, DURBAN, EAST LONDON, &c	BARON ARDROSSAN	Ger. str.	· <u></u>	S. Togo	Toto Kisen Kaisha	On 15th inst., at Noon.
	TIENTSIN VIA WEIHALWEI	Unipshing	Brit. str.		F. Mooney	Gilman & Co Jardine, Matheson, & Co., Ld	On 3rd inst. et Noon
	SHANGHAI MOJI & KORE	HAKATA MARU	Jap. etr.	7 =	H. Nomura	NIPPON YUSEN KAISHA	To-morrow.
	SHANGHAI	ANHUI	Brit str		J. B. Harris	P. & O. S. N. Co BUTTERFIELD & SWIRE	On 3rd inst, at D'light
	SHANGHAI VIA NINGPO	CHOYBANG	Brit, str.	****	M. Courtney	Jabdine, Matheson & Co., Ld	On 4th inst. at 4 p.m.
	SHANGHAI, YOKOHAMA, KOBE & MOJI	YEDDO	Brit. str	i m.	West Lined Tones	OLOF WIJI & Co., LTD	On 5th inst.
. '	SHANGHAL KOBE & MOJI	FOORRANG	Reit ate	,	Wm. Lloyd Jones T. A. Mitchell	Butterfield & Swire Jardine, Mathrson & Co., Ld	On 5th inst., at M'night. On 8th inst., at Nove.
· •	SHANGHAI, KOBE & YOKOHAMA SHANGHAI. NAGASAKI, KOBE & YOKOHAMA	ALESIA	Gor. str	k. w.	Habel	HAMBURG-AMERIKA LINIH	On 9th ins.:
	SHANGHAI:	LINAN	Brit. str	1 m.	L. Maass,	Butterfield & Swire	
	SHANGHAI, MOJI. KOBE & YOKOHAMA	SARDINIA	Brit str.		U. U. Lainor R.N.R	P. & O. S. N. Co	On 10th inst., at 4 g.m. About 10th inst.
t	SHANGHAI, MOJI, KOBE & YOKOHAMA	SUNDA TJILATJAP	Brit. str.		H. E. Evans, R.N.R.	P. & O. S. N. Co	About 24th inst.
	FOOCHOW VIA SWATOW & AMOY	CHOSHUN MARU	Jap. str.	· ,	Roov	Java-China-Japan Lijn Osaka Shosen Kaisha	
	TAMBUI VIA SWATOW & AMOY	DAIJIN MARU	Jap. str. ,.,	· _		OSAKA SHOSEN KAISHA	To-morrow, at 10 A.M. On 6th inst., at 10 A.M.
od.	AMOY, TSINGTAU, CHEFOO & NEWCHWARD SWATOW, WEIHAIWEI, CHEFOO & TIENTISN	NANCHANG	Brit. str	lm. lm.	E. Robertson	Butterfield & Swife	To-day, at 4 P.M.
ite	SWATOW, AMOY & FOOCHOW	HAIMUN	Brit. str.	2 h.	Hooker		To-day, at 4 P.M. To-day, at 1 P.M.
-	SWATOW, AMOY & FOOCHOW	HAICHING	Brit str	2 h.	W. C. Passmore	DOUGLAS LAPRAIR & Co	On 4th inst., at 1 P.M.
·		RUBI		2 h.	J. S. Monon	DOUGLAS LAPRAIR & CO	On 8th inst., at 1 P.M.
	MANILA, CEBU & ILOILO	KAIFONG	Brit, str.	, 1 m.	Sidford		To-day, at 4 P.M. To-day, at 4 P.M.
	MANILA	YUENSANG	Brit. str	1 m	P. H. Rolfe	JARDINE, MATHESON & CO., LD	On 5th inst., at 2 P.M.
/r	MANILA, CEBU & ILOILO	ZAPIRO	Am. str.	1 m.	Pennofather M. C. Smith	Shewan. Tomes & Co	On 8th inst, at 4 P.M.
ea	MANILA	LOONGSANG	Brit. str.		Teask	JARDINE, MATHESON & Co., Lp.,	On 10th inst., at 4 P.M. On 12th inst., at 2 P.M.
esa₹	HOIHOW & HAIPHONG	SUNGRIANG	Brit atr	1 m.	III. INTERSEL	NIPPON YUSEN KAISHA	On 8th inst.
у,	BOMBAY VIA SINGAPORE & PENANG	Isohia	Ital str.	- 4449	7.1	BUTTERFIELD & SWIRE CABLOWITZ & Co.	On 3rd inst., at 8 A.M.
m n.	SINGAPORE, PENANG & CALCUTTA	<del></del> :		<del>,</del>	E. P. Smith	DAVID SASSOON & Co., LTD.	On 12th inst., at Noon. On 4th inst., at Noon
lr į	BATAVIA, CHERIBON, SAMARANG, &c		Brit. str Dut. str		DEBULOY	JARDINE, MATHESON & Co., LD	On 8th inst., at Noon.
	KUDAT AND SANDAKAN	BORNEO	Ger. str.		F. Sembill	Melchers Co &Co	Quick despatch. Middle of Aug.
υ,			Brit. str Fren. str		Weigall	JARDINE. MATHESON & Co., LD	On 19th inst., at Nco.
1.				<del></del>	E. de Catalano	MESSAGERIES MARITIMES	To-morrow, at 9 A.M.

#### PACIFIC RAILWAY CO.'S CANADIAN

ROYAL MAIL STEAMSHIP LINE.

#### "EMPRESS LINE!

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAYING 5 to 7 DAYS' OCEAN TRAVEL.

	From	Hongkon	g.			From	Quebec.	
"EMPI	ress of	CHINA"	SAT., 12	th Aug.	"ALLEN	LINE"	FRIDAY,	18th Aug.
-" EMPI	RESS OF	INDIA"	SAT., 2:	nd Sept,	"EMPRI	ESS OF BR	ITAIN"Fri.,	Sth Sept.
"MON	<b>CEAGLE</b>	" TUE	RDAY, 12	th Sent.	"ALLEN	LINE"	FRIDAY,	29th Bent
"EMPI	RESS OF	'JAPAN''	' Sat., 23	rd Sept.				
"EMRI	PESS OF	CHINA"	SAT., 14	th Oct.	"EMPRE	SSOFIRE	LAND" Fri	20th Oct.
"EMP	ess of	INDIA"	SAT., 4	th Nov.	"ALLEN	LINE"	FRIDAY	, 10th Nov.
		1 1	4					

Steamships leave HONGKONG at 5 P.M. ----at-12-Noon.--FITHE Quickest route to CANADA, UNITED STATES and EUROPE, ralling at BHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE. YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Palatial "EMPRESS"

Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe. All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus. Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers) and 1st Class Railway ...

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
R.M.S. "MONTEAGLE," co ries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Bervice of Chira and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

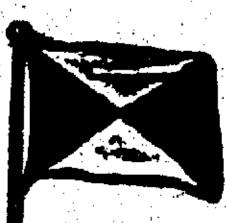
### NORDDEUTSCHER IMPERIAL GERMAN MAIL LINES.

<b>702</b>	STEAMERS 7	ONS TO BAIL.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	9.1	
SHANGHAI, NAGASAKI, KOBE	"PRINZ LUDWIG," Capt. L. MAASS, 18,	300 { About 9th Aug.
MANILA, YAP, MARONN, SAMA-) RAI, NEWGUINE BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR," Capt. F. ISECKE, 6,1	loo Saturday, 12th
KUDAT & SANDAKAN	BORNEO" Capt. F. SEMBILL	

All the Steamers of the European Line are fitted with Wireless Telegraphic. New System of Telefunken. For Further Particulars, apply to

NORDDEUTSCHER LLOYD. MELCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA. Hongkong, 28th July, 1911.



# PHILIPPINES

<b>=</b>			:	
STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE
RUBI ZAFIRO	4000 4000	S. Crosby M. C. Smith	Manila, Cebu & Iloilo Manila, Cebu & Iloilo	On 1st Aug., 4 P.M. On 10th Aug., 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers. Hongkong, 31st July, 1911 PHILIPPINES S.S. Co.

# PORTLAND & ASIATIC S.S. CO. S.S. "SIKH" ... On or about 16th August.

IN CONNECTION WITH

### OREGON-WASHINGTON RAILROAD AND NAVIGATION CO.

FOR PORTLAND VIA MOJI, KOBE AND YOROHAMA.

(WITH IJEERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

To Bate STEAMSHIP. CAPTAIN "STRATHLYON" ... 4,400 ... J. R. SHAW ... On 1st Aug., at Noon. Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

KING'S BUILDING, (Opposite Blake Pier).

FRED J. HALTON, AGENT.

VESSELS ON THE BERTH

SOCIETA NAZIONALE DI SERVIZI

MARITTIMI.

STEAM FOR BOMBAY,

VIA SINGAPORE AND PENANG.

Steamers to PORT SAID, MESSINA.

NAPLES, LEGHORN and GENOA, als)

VENICE and TRIESTE, all MEDITER.

BANEAN, ADRIATIC, LEVANTINE and

SOUTH AMERICAN PORTS up to CALLAO.

GULF and BAGDAD, also BARCELONA,

VALENZA, ALICANTE, ALMERIA and

(Taking Cargo at through rates to PERSIAN

MALAGA.)

### ON SALE.

#### MAIL TABLES

FOR 1911.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival as well at their destinations, as the dates of return Mails.

Mounted on Card ... 30 Cents. On Paper ... ...

On Sale at the Hongkong Daily Press Office. Hongkong, 6th February, 1911.

"ISCHIA," Captain Belsito, will be despatched as above on SATURDAY, the 12th August, at Noon. For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co.,

TIHE Steamship

Agents Hongkong, 31st July, 1911.

'SHIRE" LINE OF STEAMERS, LTD FOR LONDON, ROTTERDAM AND ANTWERP.

HE Steamship

"PEMBROKESHIRE." Capt. W. Barrett, will be despatched as above TO-MORROW, the 2nd August. The attention of Passengers is directed to the excellent accommodation offered by this Steamer at Cheap Rates. A Doctor and Stewardess are carried, and all Cabins have Electric Fans. For Freight or Passage apply to JARDINE, MATHESON & Co., LTD., Hongkong, 21st July, 1911

### CANADIAN **PACIFIC** RAILWAY CO.

FOR VANCOUVER DIRECT.

THE Steamship

### "ORTERIC."

FROM HONGRONG,

ON FRIDAY, THE 4TH AUGUST.

To be followed by the Steamer

SUVERIC ... ... 22nd Aug.

Bills of Lading issued to Overland Points in Canada, the United States and to the West

rates, apply to CANADIAN PACIFIC RAILWAY Co;

For further information regarding freight

Hongkong. Hongkong, 20th July, 1911.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS. PLYMOUTH AND LONDON.

THROUGH BILLS OF LEADING ISSUED FOR. BATAVIA, PEESIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA

#### PORTS. TITHE Steamship

"DELHI." Captain H. S. Bradshaw, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 8th Aug., 1911, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MOLDAVIA," 9,500 tons. from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France. Tes and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. CALEDONIA, due in London on the 17th Sept., 1911.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent. Hongkong, 24th July, 1911.

REGULAR STEAMSHIP SERVICE.

WITH LIBERTY TO CALL AT MALABAR COAST). PROPOSED SAILINGS FROM HONGKONG.

For Freight and further information, apply to PODWELL & Co., LTD., Agents. Hongkong, 27th July, 1911.

DIRECT TO SOUTH AFRICA. S.S. "BARON ARDROSSAN."

HE above Steamer will be despatched on or about 20th August, direct for DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH, MOSSEL BAY and CAPE TOWN. For Freight, apply to-

GILMAN & Co. Hongkong, 7th July, 1911.



AUSTRIAN LLOYD'S STEAM NAVI. GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRFCT). Having connection with Company's Mas Calling at SINGAPORE, PENANC, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID. (Taking Cargo at through rates to the PERSIAN

GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS). THE Company's Steamship

"NIPPON," Capt. Tarabochia, will be despatched as above on MONDAY, 28th August, P.M. This Steamer has capital accommodation for passengers, electric light and carries a doctor.

For information as to Passage and Freight, apply to BANDER, WIELER & Co., Agents, Princes' Buildings.

Hongkong, 26th July, 1911.

#### ORIENTAL PENINSULAR & STEAM NAVIGATION COMPANY.

BHANGHAI DEVANHA	TO SAIL D'light 3rd Aug.	Freight and Passage.
LONDON VIA USUAL PORTS DELHI Capt. H. S. Bradshaw,	Noon.	} Bee Special Advertisement
SHANGHAI, MOJI, KOBE SARDINIA  and YOKOHAMA	About 10th Aug.	Freight and Passage.
VIA SINGAPORE, PE- NANG, COLOMBO, PORT Capt. R. A. Peters, SAID and MARSEILLES	10th Aug.	
BHANGHAI, MOJI, KOBE BUNDA Capt H. G. Evans, R.N.R.	About 24th Aug.	Freight and Passage.
For Further Particulars apply to  Hongkong, 31st July, 1911.	R A: HEW	

UILLIA MANAGEMENT
SAILINGS SUBJECT TO ALTERATION TO SAIL
SALLINGS SUBSTITUTE STEAMERS TO SAIL
SWATOW, WEIHAIWEI, CHEFOO   "HUICHOW" On 1st Aug., 4 P.M.
and TENTSIN
AMOY. TSINGTAU, CHEFOO and I "NANCHANG" On 1st Aug., 4 P.M.
NEWCHWANG On 1st Aug., 4 P.M.
GRINGWIANG" On 3r1 Aug. 8 A.M.
"ANHIII" (In 3rd Aug., 4 P.M.
SHANGHAI "" CHENAN" On 5th Aug., M'night, SHANGHAI On 8th Aug., 4 P.M.
- MEN 1977 - ATTITUTY
APPANCIPAT
MANTIA ZAMBOANGA, THURS-)
TAY INTAND COOKTOWN, CATATURAN" On 17th Aug., 4 P.M.
CATENS TOWNSVILLE: DAIS-1
BANE, SYDNEY & MELBOURNE ) DIRECT SAILINGS TO WEST RIVER. Twice Weekly.
CO ATTNINAM " and SS "NAMID.
AUSTRALIAN STEAMERS have superior accommunated Surgeon is carried throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried throughout and and
throughout and Electric Fans in the Staterooms. A duly quantities was Zealand and REDUCED FARES, Cargo booked through for all Australian, New Zealand and
Tasmanian Ports.
Baloon accommodation Amidships; Electric Paus Invest; 13204 Cuito Control
Balcon accommodation of S.S. "KALFONG" is studied on Dook, and SCREW STEAMERS SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS
tion, Electric Light throughout and Electric Fans in the State-rooms and Diving Saloon,
The wine Transform for Nhangral direct by Cry 1 nutbury and 5 cmmy, which
Bills of Lading to all' Yangtsze and Northern China Ports.  Bills of Lading to all' Yangtsze and Northern China Ports.  Bills of Lading to all' Yangtsze and Northern China Ports.
Transference on bork before Mid-night on SATURDAI, for the SUNDAL

### Hongkong, 1st August 1911 DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

NB-Passengers must embark before Mid-night on SATURDAY, for the SUNDAY

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of

TELEPHONE 36

BUTTERFIELD & SWIRE,

AGENTS.

₹339].

Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

#### FOOCHOW AMOY RETURN.

(Occupying 9 to 10 Days).			
STHAMEHIPS	CAPTAIN		LEAVING.
"HAIMUN" "HAICHING" "HAITAN"	Capt. A. H. Stewart Capt. W. C. Passmore Capt. J. S. Roach	TUESDAY, FRIDAY, TUESDAY,	1st Aug., at 1 P.M. 4th Aug., at 1 P.M. 8th Aug., at 1 P.M.
	3) - S Assembly RETURN TI	TKETS availab	le for Three Months

During the Month of August, RETURN TICKETS available will be issued at a Reduction of 20 per cent. on the usual Rate to Foochow. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to-

DOUGLAS, LAPRAIR & Co., GENERAL MANAGERS.

Hongkong, 1st August, 1911.

the transhipment at Woosung.

For Preight or Passage apply to-

FARE, \$45 SINGLE and \$60 RETURN.

# INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HO	NGKONG (SUBJ	ECT TO ALTERA	(.MOITA
BIAD.	8.LMWINERRO	AU DEIH	•
- METHALWET VILLE WELHALWET	"CHIPSHING"	Thursday, 3rd A	ng., Noon.
+ SHANGHAI VIA NINGPO	"CHOYSANG"	Friday, 4th A	ng., 4 P.M.
		Saturday, 5th A	ng., 2 P.M.
• SINGAPORE, PENANG & CALCUTT	A"KUTSANG"	Tuesday, 8th A	ng, Noon.
**SHANGHAI, KOBE & MOJI	"FOOKSANG"	Tuesday. 8th A	ng, Noon.
MANILA	"LOONGSANG"	Sotunday 12th A	luo 2 P.M
I SANDAKAN	"MAUSANG"	Saturday, 19th A	lug., Noon
RETURN TO	URS TO J	APAN,	

(OCCUPYING 24 DAYS). The Steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light. Taking Cargo on through Bills of Lading to Yangtsze Ports, Tsington, Weihaiwei, Chefoo Tientsin & Newchwang.

Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Twao Usukan, Jesselton and Labuan. Telephone No. 215, Sub. Exch. 4. For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,

#### Hongkong, 1st August, 1911. HAMBURG-AMERIKA IN CONJUNCTION WITH

DEUTSCHE DAMPFSCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

\* NAKING Carge at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other & editerranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports. NEXT SAILINGS FROM HONGKONG:

		_	
	OUTWARD.		For 1
E02	Билснаі, Кове & Токона	MA:	FOE
	S.S. ALESIA	9th Aug.	For
	S. RHEINFELS	25th Aug.	8
	S.S. SUEVIA	6th Sept.	FOR
8	B.S. BACHSEN	20th Sept.	FOR

HOMEWARD. HAVRE, BREMEN & HAMBURG: 3.S. SPEZIA ... 1st Aug. HAVRE & HAMBURG: S.S. LIBERIA ... 9th Aug. ROTTERDAM, HAMBURG & ANTWERP: S.S. SEGOVIA ... 12th Aug. HAVEE, HAMBURG & ANTWERP : B.S. SAXONIA ... 13th Aug. FOR MERSELLES, HAVRE & HAMBURG: S.S. SILESIA ... ... 21st Aug. FOR ROTTERDAM & HAMBURG: S.S. BRISGAVIA ... 23rd Aug.

GENEBAL MANAGERS.

For Further Particulars, apply to-

Bongkong, 26th July, 1911

S.S. BAYERN ... 6th Oct.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

### KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION. DATE OF SAILING. CAPTAIN Aug. 18th, Noon. STRAMER 11,000 ... H. S. Smith ... FRIDAY, Sept., 14th, Noon. CHIYO MARU ... 21,000 ... W. W. Greens ... FRIDAY, Oct. 6th, Noon. · AMERICA MARU ... 11,000 ... A. G. Stevens ... FRIDAY, + TENYO MARU ... 21,000 ... E. Bent ... FRIDAY, Oct. 13th, Noon, † Triple Screws, turbine engines. . Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices. FITHE Twin Screw Steamer "NIPPON MARU" will be despatched for SAN FRANCISCO VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAI-CHI, SHIMIDZU, YOKOHAMA & HONOLULU, on FRIDAY, 18th August, at NOON.

SOUTH AMERICAN LINE. (In Connection with NATIONAL RAILWAY OF MEXICO AT MANZANILLO). Only Regular Direct Service to MEXICAN, PERUVIAN and CHIDIAN PORTS

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION). DATE OF SAILING. CAPTAIN ... S. Togo ... TUESDAY, Aug. 15th, Noon. STEAMER ... K. Hashimoto SATURDAY, Oct. 14th, Noon 11,000 ... H. Hinokuma WED'DAY, Dec. 13th, Noon. BUYO MARU HONGKONG MARU

THE Steamer "KIYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, 15th August, at Noon.

FARES FROM HONGKONG, 45-0-0, Single TO SAN FRANCISCO 60-0-0, ,, .. NEW YORK £ 120-0-0, Return 6 Months. £ 125-0-0. Yen. 420.00, Single SALINA CRUZ or MANZANILLO Yen. 570.00. ... VALPARAISO ...

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:-TO EUROPEAN POINTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Govern-

TO CANADIAN AND UNITED STATES POINTS:—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL POINTS:—Missionaries and their families. ment of China and Japan.

(These concessions apply to San Francisco Line Only).

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation. "TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and

Triple Screws. Record Speed 212 knots. Through Bills of Lading issued to North, Central and South American Ports. For Further Particulars as to Passage and Freight, apply to

K. MATSDA, LOGAL MANAGEB, King's Building (Opposite Blake Pier).

#### KAISHA. SHOSEN OSAKA

RECULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

### TRANS-PACIFIC SERVICE.

. Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE AND ST. PAUL BAILWAY (The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico Central and South America.

FOOCHOW VIA SWATOW

772-778]

FOR	STHAMERS	Tons (Gross reg.)	DEAVES.
	ACOMA ("TACOMA MAI	RU" 6,178	WED'DAY, 9th Aug. at 11 A.M.
VICTORIA, B.C. &TA	AGABAKI,] " QEATTLE MA	ARU " 6,182	WED'DAY, 6th Sept., at 11 A.M.
KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA		RU" 6,182	TUESDAY, 3rd Oct., at 11 A.M.
VICTORIA, B.C. & T.	ACOMA ("PANAMA MA	ARU" 6,059	TUESDAY, 22nd Aug. at 11 A.M.
MOJI, KOBE, YOU	ianghai, ja mexico mai	RU" 6,064	SATURDAY, 16th Sept., at 11 A.M.
Shimidzu and Yoko	OHAMA (" CANADA MA	RU" 6,064	TUESDAY, 17th Oct., at 11 A.M.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMUSA SERVICE LEAVES. STEAMERS SUNDAY, 6th Ang. "DAIJIN MARU" TAMSUI' VIA SWATOW at 10 A.M and AMOY WED'DAY, 2nd Aug.

at 10 A.M. and AMOY During the month of August, Return Tickets to Foochow available Three Months will be issued at the Special Rates of :-2ND CLASS \$29.90.

1st Class \$45.50 For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings s. HIROL MANAGER

"CHOSHUN MARU"

#### ASIATIQUE FRANCAIS EST

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

### TONKIN

53 hours.

"SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for KWANG CHOW WANG AND HAIPHONG

on WEDNESDAY, the 2nd Aug., 1911, at 9 A.M.

For Passages and Freight, apply to THOMAS, M.M. Co.'s AGENT.



(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG-EUBJECT TO ALTERATION.

SAILING DATES. STRAMBES. DESTINATIONS. (WED'DAY, 2nd KUTANO MARU Aug., at Daylight 9,000 Capt. F. E. Cope, MARSEILLES, LONDON and (WED'DAY, 16th IYO MARU ANTWERP, via SINGA-Aug., at Daylight PENANG, Capt. R. Takeda. PORE. (WED'DAY, 30th HIRANO AMRU COLOMBO, Aug., at Daylight PORTSAID Capt. H. Fraser, 9,000 SSADO MARU SATURDAY, 12th Ang., from Kon■ Capt. J. Richards. 7,000 TUESDAY, 15th VICTORIA, B.C. and (S AWA Aug., at 4 P.M. SEATTLE, via KRELUNG. Capt. Irizawa. SHANGHAI, MOJI, KOBE S INABA MARU (TUESDAY, 12th YOKKAICHI. SHIMIZU Capt. S. Tominaga, Sept., at 4 P.M. and YOKOHAMA ... (FRIDAY, 4th KUMANO MARU SYDNEY and MELBOURNE, Aug., at Noon. Capt. M. Winckler, via MANILA, THURSDAY, YAWATA MARU ISLAND. TOWNSVILLE FRIDAY, 1st Capt. T. Sekine. 5,000 { Sept., at Noon. and BRISBANE HANGHAI, MOJI, and THAKATA MARU WED'DAY, 2nd 7,000 J Aug. Capt. H. Nomura. TANGO MARU (THURSDAY, 3rd

KOBE and YOKOHAMA Aug., at 11 A.M. 8,000 t Capt. Kawara, (TUESDAY, 8th BOMBAY via SINGAPORE, J. WAKASA MARU Capt. N. Nielsen, and COLOMBO... ... **YAWATA MARU** -)TUESDAY, 1st and YOKOHAMA .. Ang., at Noon. Capt. T. Sekine, 5,000

Calling at Djibouti. Fitted with New System of Wireless Telegraphy. Carries Deck Passengers. Cargo only.

#### CHEAPEST SUMMER

BETWEEN

#### HONGKONG AND JAPAN

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS. Nagasaki Retarn. Yokohama Return. Kobe Return. Moji Return.

**\$90 \$100** \$110 \$50 \$80 \$ 70 \$ 60

With Option of rail between Steamers' Calling Ports in Japan.

urther Information, apply to-

14-40

T. KUSUMOTO, MANAGER.

#### LINE. MAIL U.S.

#### MAIL PACIFIC

ROUTE

SEMI-TROPICAL Only Line taking the warm SOUTHERN ROUTE across the PACIFIC VIA HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.) STEAMERS. 11th Aug., at 1 P.M. 18,000 ...... • KOREA 26th Aug., at 1 P.M. • SIBERIA ..... 18,060 ..... FRIDAY, • MANCHURIA ...... 27,000 ....... 8th Sept., at 1 PM. 30th Sept., at 1 P.M. 27,000 28th Oct., at 1 P.M. 18,000 ...... 10th Nov., at 1 P.M. 25th Nov., at 1 P.M. 27,000 ...... SATURDAY, \* MANCHURIA..... \* MONGOLIA ...... 27,000 ...... SATURDAY, 16th Dec., at 1 P.M. · Twin Screws.

All Steamers are Equipped with Wireless Telegraphy. THE P.M. S.S. "KOREA" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU, on FRIDAY, 11th August, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application. To European Points: Officials of any European Naval, Military, Diplomacy, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points, Commissioned Officers of the United States Army, Navy, U.S. P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points: -Missionaries and their families.

### INTERMEDIATE SERVICE.

PERSIA ..... 9,000 Tons ..... FRIDAY, 4th Aug., at 11 A.M. CHINA......10,200 Tons ..... FRIDAY, 1st Sept., at 1 P.M. THE S.S. "PERSIA" will leave for SAN FRANCISCO VIA SHANGHAI, NAGA-I SAKI, KOBE, YOKOHAMA AND HONOLULU, on FRIDAY, 4th August, at 11 A M On the Fine MAIL Steamers, CHINA and PERSIA FIRST CLASS.

SALOON SERVICE is furnished at Intermediate Rates. via Canadian Atlantic Ports. £43. FARES, HONGKONG TO LONDON via New York HONGKONG TO SAN FRANCISCO ... ... ... ... ... £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies. King's Building (opposite Blake Pier).

FRED J. HALTON. AGENT.

STEAMERS PASSED THE CANAL.

June 27th-Ambria, Astyanax, Carmarthen-

shire, Hirano Maru, Meinam, Neckar. 30th-Peleus, Socotra. July 4th-Bendoran, Glenturret, Sumatra. 7th - Batsuma, Tourane, Afghan. 11th -Himalaya, Hyson, Moyune, Oopack, Tango Maru, Alesia, Vorwaerts. 14th-Braemar, Kin- FROM 18T JANUARY, 1864 TO 31ST DECEMBER tuck, Myrmidon, Peshawur, Sardinia. 18th-Bengloe, Nile, Prinz Ludwig, Welsh Prince. 21st-Idonieneus, Kamo Maru, Polynesien. 25th-Glenesk, Lacries. 28th-Machaon, Scandia, Sunda, Indra, Rheinfels.

ARRIVALS AT HOME. July 28th-Atsuta Maru, China, Kawachi Maru, Monmouthshire, Muneaster Castle, Prinz ON SALE.

THE FIFTY YEARS ANGLO-CHINESE CALENDAR

日歷英中年十五

1913, BRING FROM THE 1ST YEAR OF THE 76TH CYCLE TO THE 50TH YEAR OF THE 76TH CYCLE.

PRICE \$2 CASH. On Sale at the "Hongkong Daily Perse" OFFICE, or Agents in all the Ports of the Far East.

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# WILH. KROMMES ELBERFELD.

RIBBONS, SILK IMITATION SILK RIBBONS.

Sole Representative for Hongkong and China:

# HUGO C. A. FROMM,

HONGKONG 4, QUEEN'S BUILDINGS, TEL. No. 960. Hongkong, 28th July, 1911:

### C. G. BODEN & SOHNE, GROSSROHRSDORF,

BRACES

Sole Representative for Hongkong and China:

### HUGO C. A. FROMM.

HONGKONG, 4, Queen's Buildings, Tel. No. 960. Hongkong, 28th July, 1911.

Moût americain

Sole Representative for Hongkong and South China Hugo C.A. Fromm, Hongkong.

Hongkong, 28th July, 1911.

BANKS.--

#### POST OFFICE NOTICE

Only fully prepaid letters and post cards are transmissible by the SIBERIAN Route to EU GOPE.

The R. M. s.s. Empress of China having gone ashere at the entrance of Tokyo Bay, the Canadian Mail of the 12th inst. from Vancouver has been transferred to the N. D. L. Mail steamer Lucizow, which is expected to arrive here about the 8th August,

The Korca, with the American Mail, is due to arrive here to-day

The Devanha, with the English Mail, left Singapore on Saturday, the 29th inst., at 10.30

A.M., and may be expected here to-morrow at 2 in London for despatch by the all sea route on the 5th July.	P.M. The packet be on the 28th June,	rings the parcel mails closed and for despatch overland
FOR	PEB	DATE
Hoihow Shanghai, Moji and Kobe SIBERIAN MAIL TO EUROPE  Kobe and Yokohama	Michal Jebsen Hakata Maru Yawata Maru	Tuesday, 1st, 10,00 A M
Manila, Cebu and Iloilo Manila, Cebu and Iloilo Swatow, Weihaiwei, Chefoo and Tientsin Amoy, Tsingtau, Chefoo and Newchwang	Rubi Huichow Nanchang	Tuesday, 1st, Printed Matter and San- ples 10.00 A M Registration 10.00 A M (Registration, with late fee of 10 cents, up to 10.30 A M.) Registration, Kowloot B.O 10.00 A M No late fee Letters 11.00 A M Tuesday, 1st, Noon Tuesday, 1st, 1.15 P M Tuesday, 1st, 3.00 P M
Macao Shanghai Singapore and Colombo Ningpo at I Shanghai	Choshun Maru Sui Tai  Devanha Sungkiang Chipshing Tjibodas Sui Tai Anhui	Wednesday, 2nd, 5.00 P M Wednesday, 2nd, 5.00 P M Thursday, 3rd, 11.00 A M Thursday, 3rd, 11.00 A M Thursday, 3rd, 1.15 P M Thursday, 3rd; 3.00 P M Thursday, 3rd, 5.00 P M Friday, 4th, 3.00 P M Friday, 4th, Printed Matter, and Sam-
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco }	Persia	Registration 9.00 A M

SIBERIAN MAIL TO EUROPE Singapore, Penang and Calcutta Lightning...Manila (Taking Mails for Cebu and Iloilo) Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Kumano Maru ... Adelaide, Perth and Fremantle Swatow, Amoy and Foochow. Haiching | -Saturday, Taking Mail for Cebu and Iloilo Sui Tai Saturday, Baturday. Registration ... SIBERIAN MAIL TO EUROPE Letters Keelung, Nagasaki, Kobe, Shimidzu, Yoko Sunday, Minnesota hama, and Seattle... Shanghai, Kobe and Moji Tuesday,

Singapore, Penang and Calcutta Swatow, Amoy and Foochow .... Manila, Cebu and Iloilo ... EUROPE, &c., INDIA VIA TUTICORIN (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Printed Matter and Sam-... 11.00 A M Registration ... 11.00 A M KEELUNG, SHANGHAI, NAGASARI, KOBE, (Registration, with late YOKKAICHI, SHIMIZU, YOKOHAMA, & Korea ... fee of 10 cents, up to Honolulu and San Francisco 11.30 а.м.) Registration, Kowloos ... 11 00 A M

#### COMMERCIAL.

-: 0:--

EXCHANGE CLOSING QUOTATIONS.

July 31st. On London:-ON PARIS:-Bank Bills, on demand ...........2243 Credits, at 4 months' sight......2283 OR GERMANY:-On demand. ON NEW YORK :--Bank Bills, on demand ........434 Credits, at 60 days' sight ......44 OR BOMBAY:-

Bank, on demand ......1334 ON CALCUTTA:-On Shanghai :---ON SINGAPORE: -On demand ........76 On HAIPHONG:-On demand 

SUBSIDIABY COINS.

BAR SILVER, per oz. ......23 16

Hongkong Ice Company, Limited .... Hongkong Bope Manufacturing Co., Limited

H'kong& South China Steam Fisheries Co., Ld.

Canton Insurance Office Co., Limited ..

China Traders Insurance Co., Limited ...

Hongkong Fire Insurance Co., Limited North-China Insurance Co., Limited ...

Union Insurance Society, Limited ... Yangteze Insurance Association, Limited

Hongkong Land Invest, Agency Co., Ld. Humphreys' Estate and Finance Co., Ld.

Kowloon Land and Building Co., Ld. ... Shanghai Land Investment Co., Limited

SociétéFrançaise desCharb'ges du Tonkin Raub Australian Gold Mining Co., Ld...

West Point Building Co., Limited

China Sugar Refining Co., Limited

Luzon Sugar Rofining Co., Limited

Douglas Steamship Co., Limited

Star Ferry Company, Limited

South China Morning Post, Limited

Steam Laundry Company, Limited ...

A. S. Watson & Co., Limited

Campbell, Moore & Co., Limited

United Asbestos Oriental Agency, Limited,

STORES AND DISPENSABLES,-

Wm. Powell, Limited

Watkins, Limited

Weissmann, Limited

H. Price & Co., Ltd.

Union Waterboat Co., Limited

Chinese Imperial 1886

Para Rubber in London

RUBBER.--

Kowloon B.O., 8.30 A M

10.00 A M

4th, 10.00 a m

4th, 10.00 A M

4th, 1.15 P N

5th, 1.00 P M

6th, 9.00 A M

8th, 11.00 A M

8th, 11.00 A M

Tuesday. Bth, 500 P M

Printed Matter and Sam-

Registration ... 10.00 A B

(Registration, with late

fee of 10 cents up to

Registration, Kowloon

Thursday, 10th, 3.00 P M

Noon

1.15 г м

5.00 P M

5.00 P

Noon

10.00 A M

M A C0.01 ...

11.00 A M

No late fee

Tuesday,

Tuesday.

Wednesday, 9th,

10.45 A.W.)

No late lee.

No late fee.

Letters

Lotters

Friday,

China and Manila Steamship Co., Ld. ...

Hongkong, Canton & Macao S.B. Co., Ld.

Shell Transport & Trading Co., Limited.

Indo-China Steam Navigation Co., Ld

China Fire Insurance Co., Limited

INSURANCES .-

LANDS AND BUILDINGS .--

Peak Tramways Co., Limited ...

Philippine Co., Limited

STEAMSHIP COMPANIES,-

REVINERIES.

.....20 cents pieces.....\$7.28 discount. Hongkong ...20 Hongkong ...10

# CIGARETTES OF DISTINCTION

Bouton Rouge and Felucca



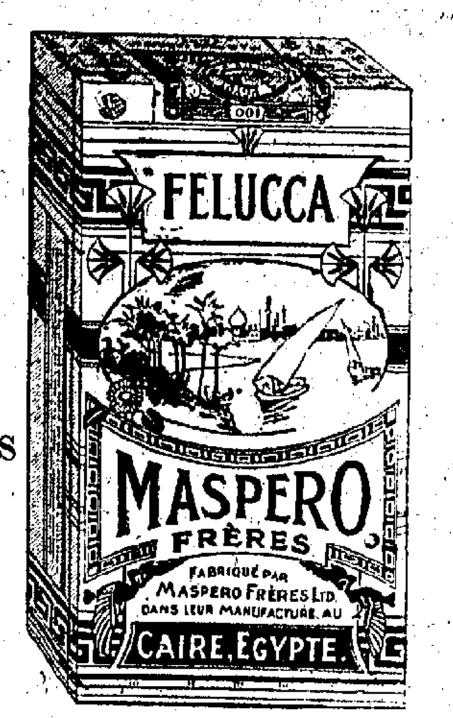
CAIRE EGYPTE

LUXURY TO THE MAN OF TASTE

IN 50's & 100's

AT \$4.20 AND \$2.80 PER 100

ALL TOBACCONISTS.



#### Honokono, July 31st, 1911. SHARE LIST.—QUOTATIONS. CLOSING QUOTA-VALUE. PAID UP. THE NESTLE & ANGLO-SWISS STOCKS. TIONS CASH. \$\$910, sellers Hongkeng & Shanghai Bank Corporation 120,000 CONDENSED MILK CO. China Borneo Company, Limited China Light and Power Company, Limited. \$1, buyers. 50,000 (SWITZERLAND) AND LONDON. China Provident, Loan & Mortgage Co., Ld., 200,000 \$7.60, buyers COTTON MILLS.-Пъ. 50 20,000 Tls. 774. Ewo Cotton Spin'g. & Weaving Co., Ld. Another Famous Product on the above Hongkong Cotton Spinning Co., Ld ... 125,000 Tls. 75 International Cotton Manufing Co., Ld. 10,000 Tls. 46. Tls. 100 Laou-Kung-Mow C. Spin.& Weav.Co.,Ld 8,000 Tls, 59. STERILIZED Tls. 50 Boy Chee Cotton Spinning Co., Limited 20,000 Tls, 22, Dairy Farm Company, Limited 40,000 \$22, bu yers DOCKS AND WHARVES .-NATURAL MILK. 60,000 50,000 10,000 55,700 36,000 400,000 H'kong & Kowloon Wharf & G. Co., Ld. \$50, sellera Hongkong and Whampoa Dock Co., Ld. A trial of which will satisfy you of its; New Amoy Dock Co., Limited Shanghai Dock and Engineering Co., Ld. Shanghai and Hongkew Wharf Co., Ld.. EXCELLENCE. Tis. 85 \$4, buyers Green Island Cement Co., Limited ... PRICE: \$200, buyers Hongkong and China Gas Co., Limited 20 Cents Per Tin. Hongkong Electric Co., Limited .... \$21½ buyers **GUARANTEED** \$2,30......Per Doz, Tins. \$119 \$74 sellers \$9.00 .....Per Case of 4 Doz. Tins. Hongkong Hotel Company, Limited ... FULL CREAM. ON SALE AT-Manila Metropole Hotel Limited LANE, CRAWFORD & Co KWAN TYE, Queen's Road Central. CHEONG TYE, Queen's Road Central. MAN YUEN, Queen's Road East, NAM HING LOONG, Queen's Road Central. MUTUAL STORES, Queen's Road Central. HONGKONG CO-OPERATIVE SOCIETY, 11. Caina Road \$180

\$18 x div.

\$83.33 \$250 £15

**%10** 850 ∣

Fcs. 250

\$100

\$100

Interest.

VERNON & SMYTH, Share-Brokers.

Tls. 250 , 7% p. annum Par.

50,000 150,000 6,000

78,000 12,500

16,000

230,000 25,000

50,000

20,000

7,000

80,000

60,000 prof. 60,000 def.

2,500,000

10,000

20,000

).900 ordy,

100 fders D

\$71, sellers

\$50 \$337½, buyers £5 Tls. 167½

\$210, sellers

\$1222, buyers

\$210, @ Ex 73

\$92}, **x** d. buyers

\$6½, buyers \$26, buyers Tls. 91 x div.

**\$4**5, x. div. bu.

\$12, sales

\$1.10, buyers

\$106, buyers

\$24½, sellers

\$104, sellers

\$19, buyers \$301, sellers 1641, \(\(\(\)\)\(\)\(\)don.

\$ \$261

\$16 \$25.

261 z div.

\$9, buyers

83, sellers

\$5%, buyers

115, bayers

\$12, buyers

**\$**300.

4/8½ per lb., sellers

263, sales

Quotation.

£5 17. 6.

### HIGHLAND NECTAR SCOTCH WHISKY.

LARGEST SALE

IN THE

WORLD.

This Whisky is made by the Distillers Company, Ltd., of London and Edinburgh (the largest Distillery owners in the world), and is guaranteed by them to be of great age and purity. Mild, Mellow and Mature, it is strongly recommended to those who desire a really good Whisky at a Reasonable Price.

\$24 PER CASE OF 1 DOZ. BOTTLES.

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and Reliable is the British Welsbach System. I The Welsbach guarenteed burners, with Maniles.

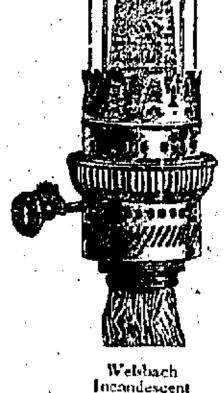
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of Welsbach Manufacture and Welsbach Artistic ·Fittings, make Welsbach not only the lightest but the most beautiful of all lights.

I Also the Welsbach Kerosene Incandescent Lamp gives the highest results with the lowest consumption. ¶ Every description of Gas Fittings, Heating and Cooking Stoves, Oil Incandescent Lamps, Oil Cooking Stoves and Accessories, can be seen at the Show-

> 14, Des Voeux Road. Central, Hong Hong. (Sole Agents for The Welshach Incan-descent Gas Light Coy., Ltd., London.)

CLEARING OUT STOCK OF MANESTL AND FITTINGS AT CUTPRICES, 137



Petroleum

Bumer,

FORTHCOMING EVENTS. Saturday, 5th August-Meeting of Hongkong Jockey Club, at 12.30 P.M.

TO-DAY

9.15 P.M.—Hippodrome Circus at Causeway Bay.

Saturday, 5th August-Variety Entertainment at Mount Austin Barracks, at 9.15 P.M. Tuesday, 8th Aug.—Ninetieth Ordinary Half-Yearly Meeting of H., C. and M. Steamboat Wednesday, 9th Aug. - Ordinary General Meet-

ing of Hongkong and South China Steam Fisheries Co., Ltd., Noon, Saturday, 12th August-Ordinary Half-Yearly Meeting of Hongkong Hotel Co., Ltd., at 12.30 р.м.

ON SALE. A TABLE OF THE

RATES OF EXCHANGE AT HONGKONG For Demand Drafts on London on the day of or preceeding the departure of the English

Mails; also Table of the Yearly Approximate Averages for 36 years FROM 1874 TO 1909. Price \$2 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers,

·	;0;	JM.	•		
			Jш	July 27th.	
Quotations are:-				_	
Malwa New		<b>42,35</b> 0	<i>1</i> /2,400	per picul;	
Malwa Old		\$2,420	/2.450	per picul;	
Malwa Older	414	<b>\$</b> 2,500	/2,550	41	
Malwa V. Old		\$2,600	/2,700	9)	
Persian fine quality		\$1,200			
Persian extra fine		\$2,300	-	-	
Patna New		\$2,600		per chest	
Patna Old		\$2,430	. ,		
Benares New		82,430			
Benares Old	444	<b>82,400</b>		"	

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